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### TWENTY-THIRD ANNUAL REPORT

OF THE

### RAILROAD AND WAREHOUSE COMMISSION

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### DOCUMENTS

RAILROADS, FOR THE YEAR ENDING JUNE 30, 1893.

GRAIN INSPECTION DEPARTMENT, OCTOBER 31, 1893.

OFFICE EXPENSES, DECEMBER 1, 1893.



### COMMISSIONERS:

W. S. CANTRELL, BENTON, Chairman.

THOMAS GAHAN, CHICAGO.

C. F. LAPE, SPRINGFIELD.

J. W. YANTIS, SPRINGFIELD, Secretary.

RICHARD P. MORGAN, DWIGHT C. MORGAN, Consulting Engineers, DWIGHT.

SPRINGFIELD, ILL.: H. W. Rokker, State Printer and Binder. 1894.

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### REPORT OF THE COMMISSION.

Office of Railroad and Warehouse Commission, Springfield, Ill., Dec. 1, 1893.

To the Hon. John P. Altgeld, Governor of Illinois:

As provided by law, we herewith submit the 23d Annual Report of the Railroad and Warehouse Commission of this State.

The present Commission entered upon the discharge of their duties on the 23d day of January, 1893, and while the labors of the Commission have been rather onerous, and have occupied almost our entire time, yet we are pleased to say that our duties thus far have been, in the main, very pleasant.

In the arrangement of this report we have departed somewhat from the form adopted by our predecessors, believing that to do so would improve the appearance of our report, and make it more convenient for those who may examine it. The necessary tables have been grouped in such manner as to make them more useful, and at the same time more interesting than in the old arrangement. While we do not claim that our observations upon the work of the Commission is an improvement upon the very able reports of our predecessors, yet we have endeavored to give the public all the information in our power as to the duties and labor pertaining to our office in a plain, unostentatious manner.

### REPORTS OF RAILROAD COMPANIES.

The Commission has been greatly delayed in the preparation of this report by the failure or neglect of some of the railroad companies to promptly make their reports to us as required by law. All have, however, made reports with the exception of the Jacksonville and Southeastern, and the Peoria and Pekin Union. Repeated requests have been made upon the proper officers of each of said companies without effect, and while we regret very much to be compelled to resort to an enforcement of the penalty provided by law, yet we feel warranted in these cases in doing so, and have requested the Attorney General to bring suit against each of them. With the larger companies, upon which devolved greater labor in making their reports, there was no trouble whatever. They showed a disposition to

assist rather than retard us by sending their reports in promptly, and we take this occasion to commend them for it.

Our report having been delayed for the reasons stated, we have deemed it advisable to include matters in this report that have arisen since December 1, 1893, the time provided by law when it should have been submitted to your excellency.

### CLAIMS.

On January 23, 1893, a bill for \$2,500 for legal services, claimed to have been rendered in the Criminal Court of Cook county by the Hon. Francis A. Riddle, an attorney of Chicago, at the request of a former Commission in the cases of The People of the State of Illinois vs. The Lake Shore and Michigan Southern Railroad Co., and Michigan Central Railroad Companies, was presented to us for payment. The services claimed for extended from November, 1887, until the disposition of the cases in the Criminal Court in December, 1892. This claim had been presented to our predecessors, but for some reason, not disclosed by the record, it was not allowed. Upon a thorough examination of the records of this office, we were unable to find any reference whatever to his employment. We directed Mr. Jas. H. Paddock, the then Secretary of the Commission, to confer with Gen, Rinaker, who was the Chairman of the Board at the time Mr. Riddle claims to have been employed, and ascertain what he knew about the matter. Gen. Rinaker came to Springfield in response to the Secretary's letter, and said to us that he knew nothing whatever about the matter. Attorney General Hunt was then called upon, and he also informed us that he knew nothing whatever about his employment. this condition confronting us, we refused to allow Mr. Riddle's claim. Some correspondence was had between Mr. Riddle and the Chairman of our Commission, which resulted in the presentation to the Commission for our consideration, the affidavit of Mr. Riddle, and the statements of distinguished lawyers of Chicago, some of whom were personally known to us, which together with the correspondence in this matter will be found in the Appendix to this volume.

There is no question in our minds but that Mr. Riddle performed the services as claimed, but in our judgment the amount charged was excessive. We therefore allowed him \$1,500 in full for his services, and the further sum of \$14 costs which had been advanced by him in said cases, which he accepted in full settlement of his claim and costs.

The serious difficulty in the way of a recovery in this case and our reasons for refusing to allow this claim was the absence of any contract between the Commission and Mr. Riddle, so far as the records of the Commission disclose. But there being no doubt in our minds that the services were performed and accepted by the Commission, there was no question but what Mr.

Riddle was entitled to recover upon a quantum meruit, and we settled with him as stated.

### SUITS.

In 1891, Messrs. Kerrick, Lucas and Spencer, attorneys of Bloomington, Illinois, were employed by our predecessors to bring suits against the Lake Erie and Western Railroad Co., and the Cleveland, Cincinnati, Chicago and St. Louis Railroad Co., for discrimination. These cases were pending when we took charge of the business of this office. We were asked by counsel representing the defendants to dismiss these suits, for the reason that the discrimination complained of was simply an honest mistake, without any intention whatever to violate the law. and that reparation had been fully made to the parties discriminated against. Upon conferring with our attorneys, we ascertained that this statement was correct, but our predecessors having paid Messrs. Kerrick, Lucas and Spencer the sum of six hundred dollars (\$600) as attorney fees, and having incurred the further sum of twenty-two dollars and twenty cents (\$22.20) as court costs, we did not feel warranted in dismissing them unless the defendants should reimburse the Commission for the amount of attorney fees and court costs heretofore paid out, amounting in the aggregate to six hundred and twenty-two dollars and twenty cents (\$622.20), which they did, and the suits were dismissed

The above amount of six hundred and twenty-two dollars and twenty cents will be found in our financial statement accompanying this report.

### COMPLAINTS.

Divers and sundry complaints of all kinds and character have been presented to the Commission during the past year, and in every instance we have taken them up and disposed of them as rapidly as possible. In a large majority of these cases, however, it has only been necessary for us to call the attention of the carrier complained against, to the complaint, and they have cheerfully adjusted the matter. This is evidence of a desire on the part of the railroads to treat those doing business with them with proper consideration. On the whole, we have had very little trouble in adjusting both real as well as imaginary wrongs. A custom had grown up in this office of construing any kind of a letter in which the writer should either directly or indirectly intimate that some railroad company had either done, or failed to do something that in the judgment of the writer should or should not be done, as a complaint, and upon this informal, vague and uncertain instrument, the railroad company was called upon to explain. If a satisfactory explanation was not made, the case was set down for hearing. This gave rise to unnecessary correspondence, and delayed the determination of the case which was very unsatisfactory to all parties in interest. At the hearing, we were invariably met with the statement of counsel that they were not familiar with the practice before the Commission. This condition gave rise to the formulation of

### RULES OF PRACTICE.

Owing to the fact that our predecessors had never adopted rules of practice in the matter of complaints, we have deemed it advisable for the convenience of all parties to adopt a code of rules to govern the Commission in all classes of complaints made to them, and in the preparation of these rules we have adopted, when practicable, the rules of practice adopted by the Interstate Commerce Commission, and have added forms of complaint to be used, which we hope will meet the approbation of those having business in the nature of complaints before the Commission. We have also included the Statutory provisions and Revised Rules governing interlocking devices, which were prepared by our Consulting Engineers, Richard P. Morgan and Dwight C. Morgan, after several conferences with a Committee appointed by the Engineers of the different railroads entering Chicago, of which Mr. J. F. Wallace was Chairman, and which were, in the main, agreed upon.

These rules together with blank forms, which will be found in this volume, will be furnished free of charge on application to the Secretary of the Commission at Springfield.

### INSPECTION.

We began the inspection of the railroads of the State on the first day of August, and concluded it on the sixth day of December, having inspected 10,201 miles of railroad track in our tour. Our inspection was not confined alone to the physical condition of the track and structures but extended to depot buildings, shops, terminals and equipment as well. We were furnished with special trains with observation car attached and were accompained by our Consulting Engineer and one or more of the officials of the line being inspected. The train was placed under our control as to rate of speed and stops and every courtesy that could be shown us was extended by the railroad officials, thus making our labor more pleasant and at the same time facilitating our inspection. For these courtesies we take this opportunity, in a formal manner, of expressing our appreciation.

We are pleased to say that the physical condition of the Railroads of Illinois is approaching perfection as fast as money and brains can bring such condition about. While the financial depression of the past year has prevented many of the railroad companies from making the improvements they had intended, yet, with few exceptions, they have all put their road beds and structures in safe condition

### DEPOTS.

As a rule, the character and conditions of the railroad depots in the State are commendable. In our inspection we took occasion to examine them carefully and when we found a depot that needed enlarging or repairing, we called the attention of the management to it and was assured that they would meet the desires of the Commission as soon as possible. In several instances formal complaints have been made (see Appendix) and we have without delay taken these matters up, and they have been adjusted.

### TRAIN SERVICE.

We had but one complaint on account of insufficient train service, that being the citizens living along the line of the Belleville and Eldorado division of the St. Louis, Alton and Terre Haute Railroad. This division or branch is 50 miles in length, running from Eldorado, in Saline county, the junction of the Shawneetown branch of the Louisville and Nashville and the Cairo division of the C., C, C. & St. L., or "Big 4," to DuQuoin, in Perry county, the junction of the Illinois Central and the main stem of the St. Louis, Alton and Terre Haute. This branch road runs through a strictly agricultural country, and has located upon it 12 stations, with an average population of 1,000. The complaint was heard by the Commission at Benton, a point on the line of the B. & E. branch, on January 9 and 10. The complainants were represented by Hons. C. H. Layman and D. R. Webb. The defendant, by its President, Mr. Geo. W. Parker, Hon. F. M. Youngblood and W. H. Hart. The merits of the case were thoroughly entered into, a large number of witnesses being examined. The complainants insist that the present train service is not ample for the convenience of the public. The defense in effect admits the truth of this charge, but insists that the earnings of this division are not sufficient to increase its present train service. Upon the conclusion of the evidence in this case, both parties were allowed thirty days in which to file written briefs and arguments, and as this time has not yet elapsed, there is nothing more to be said of the case in this report.

### ACCIDENTS.

By reference to the tables of accidents in Illinois, we regret that, on the whole, they show an increase in the number of persons killed and injured over the previous year. Relative to passengers killed, there is a decrease from last year, although the roads of the State carried, in round numbers, 9,300,000 more passengers than during the previous year. Some of the companies operating lines in this State have, for a number of years, enjoyed most excellent records in safely transporting their passengers, while of others the same cannot be said.

The adoption of safety devices of approved pattern on some of the roads meets the hearty approval of this Commission and we hope for an early, just and equitable solution of the "Railroad Problem of Chicago," as the complicated conditions there, leading to accidents of various kinds, very much enlarges the list of accidents.

This, together with the requirements of the Inter-State Commerce Commission relative to automatic couplers, should enable a much more favorable showing in future reports.

### SAFETY APPLIANCES.

The importance of safety devices for the protection of trains against collision was very forcibly impressed upon us by our examination of one of the Block Signal Systems in operation in the State. On the 7th day of September, we accepted an invitation from Mr. J. F. Wallace, Chief Engineer of the Illinois Central, to inspect the actual workings of the Hall Signal System in use by that company from their depot at Twelfth street to Kensington, a distance of about sixteen miles, known as the terminal district of the Illinois Central. This examination was made during the very heaviest World's Fair traffic and we deem it proper to say that in our general examination of the automatic and manual block signal systems for preventing accidents and protecting life and property on railroads, it is our opinion that the Hall signal is among the best. One of the very important adjuncts of this excellent device is that while it apparently covers all of the requirements of safety, its reasonable cost of installation and maintenance brings it within the easy reach of many of the railroads, and reference to the report of our Consulting Engineers, found in this volume, will show the roads which have adopted block systems and the number of miles of each road protected by them.

We are informed by the management of the Illinois Central that not a single accident occurred on that part of their line protected by the block signals during the World's Fair traffic. which could in any way be attributed to defects in the block system; the average number of daily trains handled was between seven and eight hundred, and the number of passengers carried during the period of the Fair was nine million six hundred thousand, exclusive of through passenger business. This, in our mind, is proof conclusive that the block system in use on that road is a success. This same can be said of other block systems, but not having had the opportunity to examine them so completely, we are, at this time, unable to make reference to them in detail. Our views in regard to the importance of safety devices of this character are substantiated by comparative statistics, which show that about five and one-half times as many people are killed in this country as in England, and the reason, in our judgment, is this: In England, 57 per cent. of the roads are double track, while in this country the proportion is only

5.5 per cent. In England nearly 90 per cent. of the railway mileage is protected by block systems, while only 5 per cent. is so protected in this country; but on the mileage in this country protected with block systems the percentage of accidents is quite as low as in England.

Attention is further called to the report of the Consulting Engineers of this Commission relative to the destruction of railway property as affecting the safe operation of railways; also interlocking devices in Illinois.

### PROSPERITY OF THE PAST YEAR.

The following tables and summary show, on the whole, an increase in the business and earnings of the railroad companies of the State over last year of 4.9 per cent., and a corresponding increase in their expenses of 7.7 per cent.

Twenty-six roads paid dividends during the past year amounting to \$28.712,961. Compared with 1892, the same number of roads paid dividends, but the amount paid in 1892 was \$3,385,445.53 less than for the present year.

The very complete examination of the railroads of the State, made by this Commission, also disclosed that as a whole the railroads are in better physical condition than ever before.

### ROADS IN THE HANDS OF RECEIVERS.

During the year ending December 1, 1893, seven railroads in the State went into the hands of receivers, aggregating 690 miles of road. On a basis of comparison, it may be stated that the total miles of road in the United States in receivers' hands on December 1st, was 22,534, or 12.7 per cent. The total miles of road in Illinois in receivers' hands was 690 miles, or 6.7 per cent. of the total mileage of the State. The proportion in receivers' hands in Illinois on December 1, 1893, of the total miles in receivers' hands in the United States at large, is only 3 per cent., and Illinois having 5.8 per cent. of the entire mileage of the Union, the percentage of miles of Illinois roads in receivers' hands, as compared with the percentage of entire miles of railway in the United States in receivers' hands, is 2.8 per cent. less than its proportion.

### THE INSPECTION AND STORAGE OF GRAIN.

Several grain inspection departments have been established outside of the city of Chicago, but the great volume of business is handled by the Chicago department, which is justly celebrated in the amount of grain which it examines and grades, and in the uniformity it has maintained in the inspection. Chicago inspection certificates are good in all parts of the world reached by our cereal produce.

Other cities have lowered the standards for the purpose of attracting grain to their markets, but Chicago has maintained high and uniform standards and holds its supremacy in the grain markets of the world, owing largely to the rigid system of inspection, attracting buyers from almost every portion of the civilized world. The Chief Inspector's report shows the inspection by the Chicago department in round numbers to be 215,000,000 bushels of grain, of which 94,500,000 bushels went into store during the year, and on October 31st the unprecedented amount of 23,000,000 bushels was in store in the warehouses of Chicago.

For reference in detail to the inspection and storage of grain, the reports of the Chief Grain Inspector and the Registrar, with appended statistical tables, will be found in this volume.

### DUTIES OF THE COMMISSION.

The more important duties of this Board naturally group themselves under the following heads:

- (1.) The making of schedules of maximum rates, and their amendment from time to time as experience may dictate.
- (2.) The enforcement by prosecutions of the statutes against extortion and unjust discrimination.
- (3.) The hearing and deciding of crossing cases under the Act of 1889; and also of cases for the protection of grade crossings under the Interlocking act of 1891, in which classes of cases the Commission performs a quasi judicial function.
- (4.) Precautions to secure the proper and safe physical condition of road-beds, bridges and trestles.
- (5.) The making and enforcing of proper rules for the inspection of grain in the several inspection departments of the State, particularly in the city of Chicago.
- (6.) The general supervision of warehouses of class "A," and of the warehousing of grain therein, registration of warehouse receipts, etc.

The specific powers granted to the Commission do not include all causes of complaint some of which have come under our observation, and in those instances where able to do so we have not hesitated, upon such grievances coming to our notice, to assist in clearing up complications between the railway companies and their patrons.

### NECESSARY LEGISLATION.

We desire to call the attention of your Excellency to the defective and inadequate state of the law on the subject of "Compelling repairs to defective roadways and bridges." The statute

provides whenever it shall come to the knowledge of said Board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such Board to investigate or cause an investigation to be made of such railroad bridge, trestle or track, etc. See chap. 114 R. S. 1893, page 1111, sec. 11½.

After an investigation, if the Commissioners are satisfied that the defects found ought to be remedied, they have the power to recommend, not order, that the necessary repairs be made. If this recommendation is not concurred in by the company to whom it is made, then in a reasonable time the Commission must set a day and give the company an opportunity to convince them that they have the highest regard for the Commission, that they are good fellows and that the Commission ought not to be so hard on them, that they are doing all they can to get the property in good condition and if the Commission will only give them time everything will be done that can be done to meet the wishes of the Commission. If the Commission has the backbone to withstand their blandishments, then they are permitted under the law to fix a time, and of course it must be reasonable, within which the necessary repairs and renewals shall be made by the company. At the expiration of this time. if the order is not complied with, then the Commission may by mandamus compel a compliance with their order. Thus it will be observed that every step in compelling a railroad company to put its road in safe condition is fraught with delay, and from the first to the last act much valuable time is lost and the lives of those who may be compelled to travel over such a railroad are imperiled.

We therefore recommend that further legislation is needed, empowering the Railway Commissioners to dispose of these matters in a more summary manner.

### FINANCIAL STATEMENT.

	1	
OFFICE EXPENSES.		
Unexpended appropriation December 1, 1892. Appropriation for year ending June 30, 1894.		\$3,313 20 4,000 00
Total		\$7,313 20
Expended— Secretary's salary. Janitor's salary.	\$1,500 00 744 00	
Printing and binding	60 75 695 45	
Railway periodicals books and newspapers	225 00 65 15	
Express, freight and drayage Telegraph Telephone	141 23 104 95 48 00	
Stationery and typewriter supplies Furniture repairs and supplies	31 20	
IceExtra clerk hire	38 80	
Washing towels for office.	12 00	
Total		4,046 99
Unexpended balance December 1, 1893		\$3,266 21

### Financial Statement—Concluded.

Appropriation for year ending June 30, 1894.  Afounded by L., E.& W. Railroad—attorney fees \$300 and costs \$15.75, amounts paid by former Commission in the case of People vs.  L., E. & St. L. Railroad—attorney fees \$300 and costs \$3.575, amounts paid by former Commission in the case of People vs.  L., E. & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., & St. L. Railroad—attorney fees \$300 and costs \$3.65, amounts paid by former Commission in the case of People vs. C., C., C., & St. L. Rai		
Appropriation for year ending June 30, 1894.  Afounded by L., E.& W. Railroad—attorney fees \$300 and costs \$15.75, amounts paid by former Commission in the case of People vs.  L., E. & St. L.  Total.  Total.  Total.  Total.  Total.  Total.  Total.  SCHEDULE AND CLASSIFICATION.  JEXPENDED BY AND CLASSIFICATION.  JEACH TOTAL CLASSIFICATION.  JEACH TOTAL CLASSIFICATION.  JEXPENDED	SUITS AND INVESTIGATIONS.	
Retunded by C., C. & St. L. Railroad—attorney fees \$300 and costs \$3.15, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$3.15, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad—Suts, for the commission in the case of People vs. C., C., C. & St. L. Railroad—Suts, investigations and expenses. \$4,576,77 Total. \$8,659,80 to Clerk hire and stenographer \$1,500,00 Total \$6,076,77 Total \$6,076,77 Total \$8,2583,00 to Clerk hire and stenographer \$1,1893 \$82,583,00 to Clerk hire and stenographer \$1,1892 \$1,200,00 to Clerk hire and stenographer \$1,1892 \$1,200,00 to Clerk hire and stenographer \$1,1893 \$1,750,00 to Cl	Appropriation for year ending June 30, 1894.  Refunded by L., E. & W. Railroad—attorney fees \$300 and costs \$15,75,  amounts, paid by former Commission in the age of People vi-	4,000 00
Expended   Expended   Suits, investigations and expenses   \$1,576 77   1,500 00     Total	Refunded by C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$6.45, amounts paid by former Commission in the case of People	315 75
Total   6,076 77	Total	\$8,659 85
Total   6,076 77	Expended— Suits, investigations and expenses. \$ Clerk hire and stenographer.	1,576 77 1,500 00
RAILROAD MAPS.   Sl. 200 to	Total	6,076 77
Just	Unexpended balance December 1, 1893.	\$2,583 08
Total	BAILROAD MAPS.	
Expended for maps   1,200 of	Unexpended appropriation December 1, 1892.  Appropriation for year ending June 30, 1894.	\$1,200 00 1,200 00
SCHEDULE AND CLASSIFICATION.	Total	\$2,400 00 1,200 00
Section   Sect	Unexpended balance December 1, 1893	\$1,200 00
Appropriation to June 30, 1894   2,000 of	SCHEDULE AND CLASSIFICATION.	
CONSULTING ENGINEERS.   \$3,765 00	Appropriation to June 30, 1894	2,000 00
CONSULTING ENGINEERS.  June xpended appropriation December 1, 1892 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending June 30, 1894 \$1,750 00 and the following propriation for year ending propriation for yea	Total	\$4,000 00 235 00
Just	Unexpended balance December 1, 1893	\$3,765 00
Total   \$2,763 85   Cappended for salary of Engineer   \$2,763 85   Cappended for salary of Engineer   \$234,15   Cappended for Salary October 1, 1893   \$234,15   Cappended for Salary October 2, 1893   \$2,763 85   Cappended for Salary October 3, 1893   \$2,763 85   Cappended for Salary October 3, 1893   \$2,763 85   Cappended for Salary October 3, 1894   Cappe	CONSULTING ENGINEERS,	
Total	Appropriation for year ending June 30, 1894	3.000 00
Total	Total Total Expended for salary of Engineer State Lapsed into State Treasury October 1, 1893	\$4,750 00 2,763 85 236,15
Inexpended balance December 1, 1893	Total	3,000 00
	Unexpended balance December 1, 1893	\$1,750 00

Respectfully submitted,

WM. S. CANTRELL, C. F. LAPE, THOMAS GAHAN,

Commissioners.

### REPORT OF

### RICHARD P. MORGAN AND DWIGHT C. MORGAN,

Consulting Engineers of the Railroad and Warehouse

Commission of Illinois.

DECEMBER 1, 1893.



### REPORT OF CONSULTING ENGINEERS.

DWIGHT, ILL., December 1, 1893.

Hon. W. S. Cantrell, Chas. F. Lape, Thomas Gahan, Railroad and Warehouse Commissioners of the State of Illinois:

GENTLEMEN:—In conformity with your instructions, we accompanied the members of the Commission on their examination of the physical condition of the railroads of the state, and respectfully present herewith our report.

The general inspection of the railroads, commencing on August 1, was completed December 6, 1893. Special trains were, as a rule, furnished by the railroad companies, which greatly facilitated the convenience and accuracy of the examination.

To further promote the work of inspection, we sent out the following letter to each of the railroad companies, to which they promptly responded, giving the information sought:

### LETTER.

"The Railroad and Warehouse Commission of Illinois has planned to make an inspection of that part of the system of your company in Illinois.

"They desire to know particularly of the condition of the track and bridges and of your equipment. To facilitate accurate and prompt inspection, will you be kind enough to provide for that occasion a statement of the composition of your track, naming locality, i. e., from A. to B., and so on, giving the weight per lineal yard and the age of the steel rails, and also the number and kind of cross-ties used per mile, and the number and kind of trenewals in 1891, 1892 and 1893.

"We would like a statement of the amount, kind and location of the ballasting, also of the principal bridges on your line, giving their age, locality and form of construction, and also a schedule of your motive power and rolling stock, their age and capacity.

"If you will kindly provide this information, we shall be able to verify tradily in passing over your roads, and, as stated, it will greatly facilitate our work."

In making the examination of the roads, having these statements, we were enabled by occasional stops, while passing over them at a speed necessary to the inspection of the large railway mileage of Illinois, to verify the statements, and thus properly inspect the roads in very much less time than would have been required had we been obliged to originate instead of verify these facts. On several of the roads which required critical examination, due to complaints filed with your Board, and also in those instances where you thought it advisable to make a more detailed examination, we have already reported to you the result of those investigations. In this report we present to you in a general way a statement of the physical condition of the roads and their equipment as drawn from

the information furnished by the railroad companies and which we verified as stated, and also from our own notes of our examination of the roads.

There are, perhaps, in detail, some defects in roadway, bridges and equipment that our examination would not disclose, therefore, for the detection of those, dependence must be necessarily placed in the stringent interest of the railroad companies themselves. Several of the roads inspected were found to need immediate improvement, and upon notice they have since been brought to a higher standard.

There is a wide range in the physical condition of the railroads of the State, and there are many factors which make this unavoidably so; among them are climate, soil, quality of ties, ballast and timber more or less conveniently available, kind and amount of traffic, and the financial condition of the companies. The existing physical factors incident to the construction and maintenance of the railways not being uniformly distributed in the State prevents entire uniformity in the condition of the several roads, even though other conditions might be equal. As an example, gravel for ballasting is abundant in the northern part of the State, while in the southern part it is comparatively scarce; cross-ties in the southern part. Thus while it is true that some of the differences off-set each other, it is not true in all cases.

The continual change to higher standards of railroad construction, operation and maintenance, and the important improvements of various kinds which are almost daily coming into use, and which are availed of by the more prosperous companies, but cannot be by others, precludes establishing a standard of excellence common to all the railroads. Many important points in the construction, operation and maintenance of railways are open questions, which will require considerable time to demonstrate whether or not the present views in regard to certain standards can be sustained, but the ever active interest of the railroad companies to reach the best and safest methods combined with the most economical practices, must be mainly relied upon to determine what the wisest standards should be.

It is manifest, with the exception of those companies which are financially unable to do so, that all are striving to attain a higher standard in the maintenance of their properties, and where the companies have been able to expend money in improvements, it has been done. The very considerable improvements, and those most noticeable in the condition of the roads, are extensive ballasting, the substitution of heavier steel rails, replacing many of the wooden bridge structures with those of stone and iron, protecting grade crossings with approved interlocking devices and the installation of block systems; providing new and suitable station buildings for conducting freight and passenger business, and the higher character of the power and equipment.

There are many railroads in the State whose construction, equipment and maintenance are of the highest character. The great resources of Illinois, and its comparatively dense population, have stimulated railroad construction until our present mileage (ten thousand, four hundred and twenty-seven miles), exceeds that of any State in the Union. Of this mileage all but about six per cent. is laid with steel rails; flfty-five per cent. of the total mileage is completely ballasted, and in addition thereto, a large per cent. is partially ballasted.

Comparing the railroads of Illinois with those of adjoining and remote states, we are able to make the statement from personal observation and examination, that as a whole in their construction, equipment, maintenance and operation, they are fully equal in excellence to those of any other state in the Union.

### DESTRUCTION OF RAILWAY PROPERTY.

We respectfully call your attention to the malicious and mischievous defacement and destruction of railway signals and signs which occur throughout the State, such as block and interlocking signals, highway crossing sign boards, half-mile station sign boards, railroad crossing sign boards, stop boards, mile posts, bridge and culvert posts, etc. The erection of this class of signs along the right of way of the railroads is for convenience, and to secure the safe movement of trains, therefore they are greatly in the interest of the public safety. These signals are generally made of wood painted, inscribed and placed in conformity with the statutory provisions of the State, and the rules of the companies. It is also true that the damage and destruction is not entirely confined to this class of railway property, and destruction is not entirely commed to this class of landay proposes, for many other kinds are wantonly injured. The importance of this matter as affecting the accurate operation of interlocking and block systems, and consequently the safe movement of trains, is manifest. Interlocking and block signal glasses are often broken and connections tampered with which, if not discovered by the operator or some other employé of the company, would lead to disastrous results. The number of mutilated and disfigured signs that came under our notice, during the inspection, was very surprising, and we believe that the extent and harmful results of this evil, to the railroad companies, is little understood or ap-Replies to numerous inquiries inform us substantially that the officers of the railroads are with the greatest difficulty able to maintain in proper order and condition the various signs, signals, etc., that are necessary to the safe and successful operation of their roads.

The natural life of a mile board, station sign, road crossing sign, whistle post, mile post and other similar fixed signals such as railroad crossing boards, etc, is about ten to twelve years. As a matter of fact, it seems that they do not as a rule last more than about two or three years. In some out of the way localities where there are few people in the neighborhood, these important signals are permitted to enjoy the full period of their natural lives but those that are located where there is considerable travel on the highways or near to villages have to be renewed frequently, and cases have occurred where they were renewed several times within a year. In reply to our inquiry one of the eminent railway managers of our State says:

"The destruction to these signals and signs is done mainly by boys and men stoning or shooting at them. I do not know why it is, but switch targets and all signs and signal posts or boards seem to be a very favorite form of target for their guns and missiles. It takes only a short time to destroy them in this manner. We have tried the use of sheet iron for this purprse but find that it answers little better than wood. This question has become much more serious to us within the past year, as we have within that time equipped a large portion of our double track with block signal system, and many more of our railroad crossings with interlocking plants. Any interference with signals of this description may be attended by the most serious results. They are, as the Commission and yourselves well know, constructed for the safety of the operation of our railway, but we have been continually harrassed by the glasses being broken and even the wires, where we have track circuit, often pulled up over the rail so that the train would cut them off, thereby destroying the circuit. Our telegraph lines are likewise often rendered useless by the insulators on the poles being broken by stones or by being shot at.

There is another point in connection with this matter that has always appeared very strange to me. The general public will respect the fence of a farmer or citizen, but when it comes to the question of a railroad fence, gate, signals or signs, the same persons seem to think that they have a perfect right to break them down or to deface them and to leave open passages, through which stock can stray or children get upon the track. It keeps our section forces busy constantly repairing damages of this kind, and although we are constantly endeavoring to detect offenders, our efforts meet with little success. During the year 1893 in the State of

Illinois, we have succeeded in arresting only eighteen offenders, where I suppose the number reaches into the thousands. These eighteen people that I refer to have been arrested particularly for interfering with the block signals.

I believe in citing what I have above, I give only the experience of every other railway company, and any action that might be taken by the Commissioners would certainly be a move in the right direction, for the destruction and damage is entirely malicious or mischievous, and as our system of block signals increases, the liability to accident, destroying life and property becomes exceedingly imminent from this cause."

### BLOCK SIGNALS.

The frequently congested conditions of traffic to which many of the more important railroads are subjected and the dangers incident at such times, rendering the safe and prompt movement of persons and property difficult, without the assistance of special devices, has necessitated the construction and operation of block systems.

Until within a comparatively recent date, the practice in this country has been almost universal to space trains by the time interval, and issuing such flagging rules as were thought necessary to the proper protection of trains.

Experience has demonstrated that where lines are subjected to very heavy traffic and the many attending contingencies, such as bad weather, defective equipment, over-worked men, inexperienced men, carelessness and many other factors, the good results which had been hoped for under this system could not be altogether attained, and on many roads not equipped with special block signaling devices, it has been supplemented by the spacing of trains one station apart, assisted by the telegraph department. Owing to the excessive distance between some of the stations, however, the operation of this system is attended by delayed traffic, and thereby considerable additional cost in the operation of the road.

This condition necessitated some modifications, and permissive block signaling has come quite generally into use, which, in varying degrees, to meet the conditions, is a partial suspension of the absolute block system, and is an important improvement over time interval alone, but when density of traffic and other conditions demand a more stringent system, permissive blocking will be supplemented by the absolute block system under which the best discipline and greatest safety can be attained.

The results obtained by the use of block systems has demonstrated, beyond any question, the additional safety secured in the movement of traffic by their construction and operation. In England, where the traffic on the railways is very dense, block signals are made compulsory on all passenger lines, under an act of parliament, and at the present time ninety-eight percent. of the double track lines in England are operated under absolute block systems.

With reference to accidents on railroads in the United States, investigation discloses that collisions are by far the most serious of all train accidents, constituting about forty-five per cent. of the total accidents to trains, and the question of greater safety and efficiency in the handling of traffic has come to be one of the most important. The beneficial results experienced by the installation of block systems on a number of roads in this country, and the strict enforcement of responsibility in cases of accident, has greatly reduced the percentage of collisions to total train accidents on the roads thus equipped.

Within the State of Illinois, and principally in the vicinity of Chicago, a number of roads have adopted these devices of approved pattern, and their efficiency has been tested in the successful movement of the very large volume of traffic to which the roads entering Chicago are subjected, and especially the heavy traffic during the period of the World's Fair.

There are now over four hundred miles of track within the State of Illinois equipped with block signals. This, however, only constitutes the mileage protected by block signaling devices which are especially constructed; but on a number of other roads, constituting a considerable percentage of the mileage of the State, block systems are operated by means of the tele-raph train order signals, and which will probably continue in use on some of the roads until such time as the traffic conditions warrant and demand special devices for train protection.

During the year 1893, the railroad companies operating lines in this State have constructed devices to an extent that is graţifying to record, and yet the equipment of the railways with block systems seems to be but fairly under way, for in addition to the work already completed, block systems are contemplated on about nine hundred additional miles of track within this State, and some of them are now under construction.

The comparative freedom from collisions and the greater safety attained in the transportation of persons and property by the installation of efficient block systems is, in the long run, an economical and humane investment for the railroads, and greatly in the interest of public safety, therefore, the present movement of the railroad companies in this direction, tending to lessen the liability to collision, and thereby securing greater safety to the traveling public, is of great importance.

The block signaling devices now constructed and in operation in the State, with the exception of those devices with which experiments are in progress, are as follows:

### HALL SIGNAL COMPANY.

Railroad.	No. of blocks.	Miles of track protected.
C. R. I. & P.	9	14
C. & N. W.	206	180
Ill. Cent	138	91
Total.	253	285

Note-In this mileage protection is afforded three hundred and fifteen switches.

### WESTINGHOUSE AUTOMATIC PNEUMATIC SYSTEM.

Railread.	No. of blocks.	Miles of track protected.
C., B. & Q.	17	10
C. & N. P.	26	10
C. & N. W.	38	18
Total	81	38

### MANUAL BLOCK SYSTEM.

Railroad.	Miles of track protected.
C. B. & Q.	72
C. & W. I.	16
C. C., C. & St. L., St. Louis div	18

Note—This statement of the manual system, although operated entirely independent of telegraphic orders for trains, should include block signals, as operated by means of telegraph train order signals, of which mention is made in .his report, but we have been unable to obtain complete information as regards entire mileage so operated.

### INTERLOCKING DEVICES.

Since the enactment of the laws of 1887 and 1891 in regard to the dangers incident to railroad crossings on the same level, very much has been accomplished to secure the safe passage of trains at such intersections, and which must be considered as indicative of the practical value of the laws both to the people and to the railroad companies. To assi.t in securing uniform and accurate practice under the laws, a code of rules governing the construction and installation of interlocking devices was issued by the Commission shortly after the passage of the laws, and based on a comprenensive investigation made by the former Consulting Engineer, Mr. Chas. Hansel. These rules have been several times revised, in order to be in harmony with the best practice and experience acquired in the great development of interlocking in this as well as in several other States.

The last revision of rules was made in November of this year, a copy of which is attached as an appendix to this report. Prior to this time, there had been some question on the part of the engineers of our railroad companies and also the engineers of the manufacturers of the several devices as to the interpretation of the existing rules and requirements of the Commission to meet the diversity of conditions affecting the various crossings. In consequence of this, your Board was petitioned by the engineers of the railroad companies to modify the rules and requirements.

In conformity with your instructions, we had several conferences with a committee representing the engineers, of which Mr. J. F. Wallace, Chief Engineer of the Illinois Central, was chairman, and, in the main, came to an agreement upon the changes in the rules and requirements which would be feasible and desirable for all parties in interest. One of the most important changes desired by the committee of engineers, and which was agreed upon, was to obtain a rule which would enable the presentation of plans of interlocking devices by the railroad companies for approval by the Commission before commencing work on their construction. Under this rule, your engineers have an opportunity to examine the plans sent for approval, and bring to the notice of the Commission suggestions which they deem advisable before serious expenditures are made upon construction, and it also gives to the railroad companies reasonable assurance of the acceptance of the device upon its completion. We believe that the thorough consideration which was given, as stated, to the preparation of the rules and requirements that were submitted for your approval will produce good results in this highly important feature in the safe operation of our railroads.

The following statistics will disclose how promptly and rapidly the railroad companies are complying with the laws bearing on this subject. During the past five years, a total of ninety-three interlocking devices have been approved by the Railroad and Warehouse Commission, as follows:

Year.	No. of Plants.	No. of Work- ing Levers.
1889 1890	16	66 186
1891 1892 1893	23	145 418 1,182
Total	93	1,997

It should be stated that in connection with the devices creeted, eleven plants constructed prior to 1893 were reconstructed this year, enlarging their entire capacity one hundred and ten working levers, and with spaces provided for increasing the total capacity of the devices one hundred and twenty-six additional levers. This statement alone shows how very valuable interlocking is regarded by the railway companies, but they also further the statement and the

ther testify their approval by the erection of numerous interlocking plants to facilitate train movements at terminals, and which does not come within the requirements of the present laws.

Plans have been approved for a number of interlocking devices which will be completed during the coming year and among them plans of one of the largest machines yet constructed in the State. The importance of interlocking to the railway companies in facilitating the convenient, prompt and safe movement of trains over crossings, junctions, and drawbridges, becomes more apparent, as the advantages of the present interlocking equipment and its great growth in the State during the past year demonstrates.

The appended statement gives the location and some detailed information in regard to the interlocking plants now constructed, and the number in operation under permits from the Commission. 

# CROSSINGS EQUIPPED WITH INTERLOCKING AND SIGNALING DEVICES.

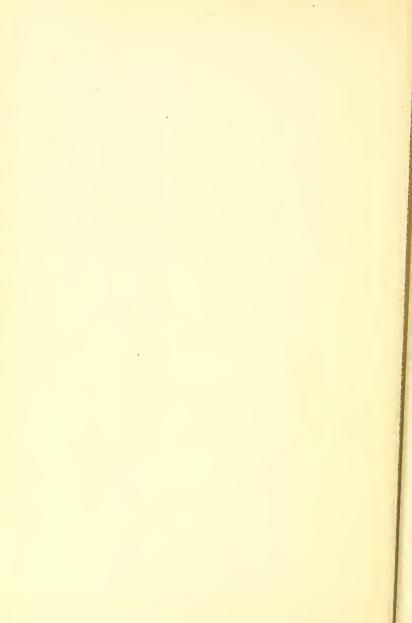
Remarks,	Wheel machine.  Wheel machine.
By Whom Erected.	Union S. & S. Co. Lake Shore & M. Union S. & S. Co. Johnson B. B. S. Union S. & S. Co.
Total lever capacity  No. of working	×528554+5585×50+50000808-52554-5354
Date of Issue of and Pormit.	April 5, 1889  April 16, 1889  May 16, 1889  January 5, 1899  March 2, 1899  April 17, 1899  April 17, 1899  April 17, 1899  April 17, 1899  November 12, 1899  November 12, 1899  November 12, 1899  November 12, 1899  Nay 21, 1899  November 7, 1891  May 21, 1899  November 7, 1891
Orossing of	E. J. & E.—C. & N. W. E. J. & E.—Mich. Cont. C. & A. E. W. P. C. E. H. I. & P. C. & A. L. & P.—C. E. H. I. & P. Mich. Cent.—S. Q. & S. W. & S. W.—G. M. & S. I. W. & S. W.—G. & A.—J. T. & S. F. C. & A.—J. C. & B. & G. C. & A.—J. & C. & B. & G. C. M. & M.—G. & A.—J. T. & S. F. C. M. & S. I. & P.—G. M. & S. I. Two divisions of the G. M. & S. I. S. I. & E.—J. & M. J. S. I. & W. J. & J. S. I. & W. J. & J. S. I. & W. J. & J. S. J. & W. J. &
Location.	Turner Junction Joilet Joilet Mockford Mazon Bridge Washington H Hedgewisch Barington Clybourn Jo Clybourn Jo Clybourn Jo Clybourn Jo Spandling Spandling Spandling Spandling John stand Spandling S

Comparison   Com	
C. C. C. & St. L. C. & O. R.	10. S. C. S. T. J. B. S. C. S. C. S. C. S. C. S. C. S. C. S. S. C. S. S. C. S. C. S. S. C. S. C. S. S. S. C. S. S. S. C. S.
C. C. C. & St. L. C. & O. R.	######################################
C. C. C. & St. L. C. & O. R.   September	
C. C. C. & St. L. C. & O. R.     C. R. A. A. T. W. S. F.     D. R. A. A. T. W. S. F.     D. R. A. A. T. W. S. F.     D. R. B.	H
dansa	C. C. C. & St. LC. & O. R.
	HOSHHAWHAOHHHISIMHINA TOP 4KOKWANI TOP TANAN TAN

# Interlocking and Signaling Devices—Concluded.

Remarks.	80 Johnson R. R. S. Co. New 21 Union S. & R. Co. 81 Opinon R. R. S. Co. ISSU-remodeled 16 Johnson I. R. S. Co. ISSU-remodeled 16 Johnson I. R. S. Co. New ISSU-new 12 Union S. & S. Co. New ISSU-new
By Whom Breefed,	Solution S. & S. Co.   New Section S. & S. Co.   New Section S. & S. Co.   Solution S. & S. Co.   Randonline S. & S. Co.   Rand
Total lever capacity  No. of working levers	252 252 252 252 252 252 252 252 252 252
Date of Issue of Permit.	September 12, 1888 31, 1898 39, 1898 November 18, 1898 December 20, 1898 Pe mit not yet desired
Grossing of	w7 b st., Chicago         III. Cent. Diverging Lines         September 12, 188           Hammond Je.         C. & W. L. C. & E. J.         S. & W. C.           South Emburse         C. M. & N. C. & G. F.         S. B. & W. S.           Barvey         C. M. & N. C. & G. F.         S. G. & G. F.           Incord.         C. M. & R. P. E. J. & B.         November 18, 188           Kankakee Bridge         III. Cen. Gaunter Track         December 18, 188           Kessingran         III. Cent. C. & S. L.         C. & St. P.
Location.	orth st., Chicago Natharmond Jo. South Einhurst Rondow Rondow Ronkake Bridge Kessington

### TABLES.



### TABULATED STATISTICS.

Attention is called to the following statistical tables, which give information on the following subjects, to-wit:

- Table I. Classification of Railroads and Mileage.
- Table II. Railway Capital at the close of the year ending June 30, 1892.
- Table III. Income Account, Entire Line.
- Table IV. Earnings and Income in Illinois.
- Table V. General Expenditures in Illinois.
- Table VI. Passenger and Freight Traffic in Illinois.
- Table VII. Classified Freight Traffic in Illinois.
- Table VIII. Employés and Salaries in Illinois and Entire Line.
- Table IX. Average Daily Compensation of Employés in Illinois.
- Table X. Description of Equipment, Entire Line.
- Table XI. Rails, Ties, Ballast, Bridges, etc., in Illinois.
- Table XII. Consumption of Fuel by Locomotives in Illinois.
- Table XIII. Accidents in Illinois.
- Table XIV. Taxes Paid in Illinois in 1890, 1891 and 1892.



### COMPARATIVE TABLES.

I TO XIV INCLUSIVE.



## "A."

## TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

The railway mileage of this State on June 30, 1893, was as follows:

	Miles.	Miles.
Main line and branches Second, third, fourth and additional tracks Yard track, sidings, etc.	10,314,79 1,300,61 3,435,63	
Total		15,051.03

## "B."

The following is a comparison with the mileage for the year ending June 30, 1892:

	Main Line.	Second, third and fourth tracks.	Sidings, Etc.	Total.
1892	10,276.19 10,314.79	1,082.61 1,300.61	3,319.08 3,435.63	14,677.88 15,051.03
Increase	38.60	218.00	116,55	373.15
Per cent. of increase	.38	20.00	3.51	2.55

The new road built during the year was 75.84 miles, being a decrease as compared with the previous year of 27.05 miles, or 26 per cent.

Illinois still leads all the States in the Union in the total railway constructed and in operation, having 10,314.79 miles—18.04 miles of road per 100 square miles of territory and 36.4 miles of road per 10,000 inhabitants: 85 per cent of all lands in Illinois are within 5 miles of railway in actual operation, 11.5 per cent. between 5 and 10 miles, 2½ per cent between 10 and 15 miles, and 1 per cent. between 15 and 20 miles. The many railways of other States near the boundary line are not included in this estimate.

## TABLE II. RAILWAY CAPITAL AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1893.

The railway capital of the railroads doing business in the State of Illimois is as follows:

Capital stock Funded debt. Current liabilities.  Total Capital stock per mile of road Funded debt per mile of road Current liabilities per mile of road.	1,111,749,725 91,658,407	
Current liabilities per mile of road.  Total		

An examination of this table shows that the proportion of capital stock to the total railway capital is 43.60 per cent., the proportion of funded debt to the total railway capital is 52.09 per cent., and the proportion of current liabilities to the total railway capital is 4.31 per cent.

The increase in the total railway capital as compared with last year is \$55,197,721.

## TABLE III. INCOME ACCOUNT-ENTIRE LINE.

The following statistics are gathered from this table:

Gross earnings from operation Operating expenses Income from operation Total income from other sources Total income Expenses assignable to fixed charges Not income (49 roads)	217, 927, 986 99, 353, 394 15, 734, 771 115, 088, 165 83, 006, 970 35, 753, 986
Net income (49 roads)	35,753,986
Net deficit (30 roads)	3,672,781

Twenty-one operating and five leased or subsidiary roads paid dividends during the year amounting to \$28,712,961.

In 1892 fifteen operating and eleven leased or subsidiary roads paid dividends amounting to \$25,327.515.47.

The dividends during the year ending June 30, 1893, show an increase of \$3,385,445.53, or 13.5 per cent.

A comparison of the roads paying dividends in 1892 and 1893 is shown in the following tables:

Name of Company.	1892.		Percent, on Pref, Stock.
Chicago and Alton Joliet and Chicago Mississippi River Bridge Chicago and Eastern Illinois. Chicago and Western Indiana Chicago and Worthwestern Chicago and Northwestern Chicago and Northwestern Chicago and Northwestern Chicago and Northwestern Chicago Milingion and Quincy Liverpool Coal Chicago, Rock Island and Pacific Peoria and Bureau Valley Illeveland, Cincinnati, Chicago and St. Louis. Illinois Central Western Ake Shore and Michigan Southern Ichigan Central. Joliet and Northern Indiana. Lew York, Chicago and St. Louis Lew York, Chicago and St. Louis Lew York, Chicago and St. Louis Lew Store Chicago and St. Louis Lew St. Louis Chicago and St. Louis Louis, Alton and Terre Haute— Belleville and Southern Illinois St. Louis Southern Erre Haute and Indianapolis— St. Louis Bridge. Louis Bridge. Louis, Vandalia and Terre Haute Total.	532,800 00 3,215,322 50 1,030,601 22	7 7 7 4.5 6 6.75 10 8 8 8 8 5 5 8 7 15	7 5 1 4.5 5.5 3 7 4 8 8 6 1st 3 2d 7

Name of Company.	1893.	Per cent. on Com. Stock.	on Pref.
Belt Railway of Chicago Chicago and Alton Joliet and Vilicago Missossion Bridge Missossion Eastern Illinois. Chicago and Western Indiana. Chicago and Northwestern. Chicago, Burlington and Quiney Chicago, Milwaukee and St. Paul Chicago, Rock Island & Pacific Peoria and Burcau Valley Chicago and Great Western. Cleveland, Cincinnati, Chicago and St. Louis Illinois Central. Lake Erle and Western. Lake Shore and Michigan Southern. Lake Shore and Michigan Southern. Louisville, Evansville and St. Louis Consolidated. Michigan Central. Joliet and Northern Indiana. New York, Chicago and St. Louis Rock Island and Peoria. St. Louis Southern. St. Louis Yundajia and Terre Haute. Pittsburg, Ft. Wayne and Chicago	572, 000 00 1, 216, 500 00 1, 216, 500 00 55, 000 00 55, 000 00 300, 000 00 30, 906, 501 00 3, 896, 501 00 3, 896, 501 00 379, 850, 666 00 120, 000 00 279, 000 00 2, 500, 000 00 3, 212, 340 00 592, 000 00 3, 223, 700 00 233, 000 000 233, 000 000 000 233, 000 000 000	87 77 66 66 65 44 48 8 35 55 55 33	5 10 3 4 6 14

## TABLE IV. EARNINGS AND INCOME IN ILLINOIS.

The earning; and income in Illinois are shown in the following:

\$23,136,095 00
52,312,074 00 3,253,475 00
\$78,701,644 00 7,121,508 00
\$85,823,152 00

The following additional facts are also shown in this table:

Revenue per passenger per mile, cents	2.409
Revenue per passenger per mile, cents	
Passenger earnings per train mile, dollars and cents	
Proportion of passenger earnings to total earnings, per cent,	
Revenue per ton of freight per mile, cents	1.187
To telido por ton or irogat per mio, como irogat	1.61
Freight earnings per train mile, dollars and cents	
Proportion of freight earnings to total earnings, per cent	66.47
I toportion of freight earnings to total carmings, per const	\$1.35,468
Total earnings per train mile, dollars and cents	
Proportion of total earnings to total income, per cent	91.70
Proportion of total earnings to total income, per center	0 21110
Proportion of income from property owned but not operated to total income,	
a contract the contract of the	8.30
per cent	0.00

In arriving at the above averages, per cents, etc., only those roads which have made complete detailed reports are taken into consideration.

In the passenger department, these figures show an increase over those of last year of \$1,926,696.46, or 11.2 per cent., in the receipts from passen—3 R. R.

gers: an increase in the receipts from mails of \$45,947.34, or 2.4 per cent.; an increase in the receipts from express and extra baggage of \$12,007.52, or 8.3 per cent., and an increase in the total receipts from passenger department of \$2,044,261.40, or 9.69 per cent.

In the freight department there is a decrease from last year in the receipts from freight revenue of \$166.836.78, or 3.2 per cent., and a total increase in the freight department of \$229,609.44, or 4.4 per cent.

The receipts from miscellaneous sources of operation show a decrease over the receipts of last year of \$48,661.23, or 1.5 per cent.

The total earnings from operation show an increase over the receipts of last year of \$2,225,205.97, or 2.9 per cent., and the total earnings and income show an increase of \$4,030,139.57, or 4.9 per cent.

The following table gives a comparison of the earnings of the passenger and freight departments in Illinois for the last four years:

Year.	Passenger.	Freight.
1890 1891 1892 1893	\$17,463,866 77 19,654,807 61 21,091,833 60 23,136,095 00	16, 131, 025 92 52, 082, 468 20

## TABLE V.—GENERAL EXPENDITURES IN ILLINOIS.

The total expenditures in Illinois for the year were \$77,197,611, divided as follows: Operating expenses, \$55,210,762, or 71.52 per cent. of the total, and fixed charges, \$21,986,849, or 28.48 per cent. of the total.

The operating expenses for the year are divided as follows:

Maintenance of way and structures.  Maintenance of equipment. Conducting transportation General expenses.	8,632,799 00 30,261,891 00
Total	\$55, 210, 762 00

This table also shows the following:

	Per cent. of total op'rating expense.	Per cent. as- signable to passenger traffic.	Per cent. as- signable to freight traffic.
Maintenance of way and structures. Maintenance of equipment Conducting transportation General expenses.  Total.	15,63 54,81 11,68	36.43 26.90 29.33 37.16	63.57 73.10 70.67 62.84 69.97

Proportion of operating expenses to operating income, 70.15 per cent.

These figures show an increase over the operating expenses of last year of \$5,511,504,46, or 7.7 per cent.

The following is a comparison of the operating expenses in Illinois for the last four years:

## The fixed charges are divided as follows:

Interest. Rents Taxes. Miscellaneous.	2.702,581 00 3,656,467 00
Miscellaneous.  Total	

## Summary and deductions from this table:

Average cost of carryl:g one passenger one mile, cents. Cost of running passenger train one mile, cents Cost of carrying one ton of freight one mile, cents. Cost of running freight train one mile, dollars and cents. Average cost per train mile of all trains earning revenue, cents.	73.68686 .68291 1.00996
---	-------------------------------

Additional results deduced from Tables IV and V for year ending June 30, 1893:

Passenger service— Revenue per passenger per mile, cents. Average cost of carrying passenger one mile, cents.	2,409 2,386
Difference, cents	.023
Revenue per train mile, passenger trains, cents	94.864 73.686
Difference, cents	21.178
Freight service— Revenue per ton of freight per mile, cents	.00931
Difference	.0024809
Revenue per train mile, freight trains, dollars and cents Average cost of running a freight train one mile, dollars and cents	1.61000 1.00996
Difference, cents	.60004

## TABLE VI.—PASSENGER AND FREIGHT TRAFFIC IN ILLINOIS.

## This table shows the following:

Passenger traffic— Number of passengers carried earning revenue. Number of passengers carried one mile. Average distance carried, miles Average amount received from each passenger, cents. Passenger earnings per mile of road	907,958,340 25,92 55,794
Freight traffic— Number of tons carried earning revenue. Number of tons carried one mile. Average distance haul of one ton, miles. Average amount received for each ton, cents Freight earnings per mile of road.	5,550,810,577 81.50 75.934
Gross earnings from operation per mile of road	\$7,645 00 5,363 00
Net earnings per mile of road	\$2,282 00

Comparative summary of passenger and freight service for the years ending June 30, 1893, and 1892:

1893.	1892.	Increase.	Decrease.
45,574,517	36,282,537	9,291,980	
,,	,,		
61,769,857 5,550,810,577	59,441,336 5,246,210,552	2,328,521 304,600,025	
20, 192, 442	18,042,798	27,611 2,149,644	
25.92	24.44	14.8	
172.93 89.89	179.91		6.9
	45,574,517 907,958,340 88,025 61,769,857 5,550,810,577 538,141 20,192,442 25,92 32,112,428 172,93	45,574,517 907,958,340 88,025 61,769,857 5,558,810,57 5,558,141 20,192,442 18,012,798 45 25,22 46 32,12,288 20,194,471 112,293 172,93 172,93 172,93 172,93 172,93 172,93 173,682,587 174,1336 175,539	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

Comparative summary of results deduced from Tables IV. V and VI, for the years ending June 30, 1893, 1892, 1891 and 1890.

Item.	1893.	1892.	1891.	1890.
Revenue per passenger per mile, cents Average cost of carrying one passenger one mile, cents Revenue per ton of freight per mile, cents Average cost of carrying one ton one mile, cents Revenue per train mile, passenger train, cents Average cost of running a passenger train one mile, cts becenue per train mile, freight train, dollars and cents. Average cost of running a freight train one mile, dollars and cents Revenue per train mile, all trains, dollars and cents Average cost of running a train one mile, all trains, cts. Percentage of operating expenses to operating income, cents	1.61 1.00.996 1.35.468 90.16	2,0935 1,9153 ,8618 ,56898 1,01,632 76,876 1,53,931 1,01,157 1,35,393 90,699 65,98	95,8300 1,28,4100	.517 76.500

## TABLE VII, -CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS.

This table shows that the railroads carried in Illinois during the year tons of freight.

The following is a classified comparison of the tonnage for the years 1892 and 1893:

	1892. Tons.	1893. Tons.
Products of agriculture Products of animals. Products of mines Lumber. Lumber. Merchandise Manufactures Loe Miscellaneous	12,817,446 5,260,707 19,862,729 4,527,671 3,581,774 6,721,551 531,049 8,766,047 62,021,974	12,344,476 4,739,127 20,851,413 5,104,406 4,144,655 7,657,155 607,897 8,008,729

## TABLE VIII.-EMPLOYES AND SALARIES IN ILLINOIS AND ENTIRE LINE.

The total number of employés in Illinois for the year, as shown by this table, was 71,865, or seven employés per mile of road, and their aggregate annual salary was \$47,519,037.27.

The following table shows the division of the employes:

Other trackmen.         12, 84           switchmen, flagmen and watchmen.         5, 76           Telegraph operators and despatchers         1,58           Employes, account floating equipment.         6	1	
General office clerks   2,55   Station agents   2,00   Other station men   8,70   Enginemen   3,24   Firemen   3,30   Conductors   3,30   Other train men   4,4   Machinists   2,77   Carpenters   3,77   Carpenters   4,8   Carpenters   5,76   Car	Conord officers	336
Station agents.       2.000         Uther station men       8,70         Enginemen.       3.24E         Firemen       3.38         Conductors       2.18         Other train men       4.84         Machinists       2.79         Carpenters       3.74         Other shopmen       8,44         Section foremen       1,48         Other trackmen       12,8         Wwitchmen, flagmen and watchmen       12,8         Telegraph operators and despatchers       1,57         Telegraph operators and despatchers       1,58         Employées, account floating equipment       6		
Other station men       8,70°         Engrinemen       3,24°         Firemen       3,88°         Conductors       2,18°         Other train men       4,8°         Machinists       2,7°         Carpenters       3,74°         Other shopmen       8,47°         Section foremen       1,8°         Other trackmen       12,8°         witchmen, flagmen and watchmen       12,8°         Telegraph operators and despatchers       1,5°         Employées, account floating equipment       6	General Office Cief RS	
Enginemen.       3.24E         Firemen.       3.38         Conductors       2.18         Other train men       4.84         Machinists       2.79         Carpenters       3.74         Other shopmen       8.44         Section foremen       1.98         Other trackmen.       12.84         wwitchmen, flagmen and watchmen.       5.76         Telegraph operators and despatchers       1.58         Employées, account floating equipment.       6		
Firemen       3.88         Conductors       2.18         Other train men       4.84         Machinists       2.79         Carpenters       3.74         Uther shopmen       8.44         Section foremen       1,88         Other trackmen       12,84         witchmen, flagmen and watchmen       12,58         Telegraph operators and despatchers       1,58         Employée, account floating equipment       6		
Conductors         2.18           Under train men         4.84           Machinists         2.79           Carpenters         3.74           Dther shopmen         8.44           Section foromen         1.89           Other trackmen         12.84           wwitchmen, flagmen and watchmen         15.76           Telegraph operators and despatchers         1.58           Employées, account floating equipment         6		
Other train men       4,84         Machinists       2,79         Carpenters       3,74         Other shopmen       8,44         Section foremen       1,88         Other trackmen       12,84         witchmen, flagmen and watchmen       12,58         Felegraph operators and despatchers       1,58         Employées, account floating equipment       6		
Machinists         2.79           Carpenters         3,74           Carpenters         8,44           Other shopmen         8,48           Section foromen         1,48           Other trackmen         12,84           Switchmen, flagmen and watchmen         12,84           Telegraph operators and despatchers         1,57           Employée, account floating equipment         6		
Carpenters         3,772           Uther shopmen         8,44           Section foremen         1,98           Other trackmen         12,84           witchmen, flagmen and watchmen         5,76           Felegraph operators and despatchers         1,58           Employées, account floating equipment         6		
Other shopmen         8,44           Section foromen         1,98           Other trackmen         12,88           wwitchmen, flagmen and watchmen         12,84           Telegraph operators and despatchers         1,57           Employèes, account floating equipment         6		2,797
1.98   1.98		
Other trackmen.         12, 84           Switchmen, flagmen and watchmen.         5, 76           Telegraph operators and despatchers         1,58           Employèes, account floating equipment.         6	Other shopmen	8,442
Switchmen, flagmen and watchmen. 5,76 Felegraph operators and despatchers 1,58 Employes, account floating equipment. 6	Section foremen	1,988
Telegraph operators and despatchers 1,58 Employes, account floating equipment 6	Other trackmen.	12,845
Telegraph operators and despatchers	Switchmen, flagmen and watchmen	5,768
Employes, account floating equipment		1,583
	Employes account floating equipment	63
	All other employes and laborers.	7,079
an other employee and laborers	An other employes and laborers	7,070
Total 71.86	Total	71.865
10tal	Total	11,000

On the entire lines of the roads reporting to this Commission, as shown by this table, there were 225,452 employés during the year and their aggregate annual salary was \$145,494.113.65.

## TABLE IX.—AVERAGE DAILY COMPENSATION OF EMPLOYES IN ILLINOIS.

The highest and the lowest average daily compensation of the different classes of employés, as taken from this table, is shown in the following:

	Highest daily com- pensation.	
General officers General office clerks. General office clerks. Station agents Other station men Enginemen Firemen Conductors Other trainmen Machinists. Carpenters Other shopmen Section foremen Other traikmen Telegraph operators and despatchers Employes, account floating equipment. All other employes and laborers.	2 96 2 00 2 65	1 05 1 00 1 70 1 50 1 65 1 00 1 59 1 61

## TABLE X.—DESCRIPTION OF EQUIPMENT ENTIRE LINE.

A summary of this table shows the following:

Class of Equipment.	Number.	Number fitted with train brake.	Per cent. of total.	Number fitted with automatic coupler.	Per cent. of total.
Locomotives— Passenger Freight Switching. Totals	1,992 4,661 1,464 8,117			668	
Cars— Passenger service. Freight service. Company's service Fast freight line service.  Totals	6,682 245,765 8,140 14,443 275,030	50,302 218 1,076		6,533 67,728 494 3,061 77,816	97.77 27.56 6.06 21.19
Total cars and locomotives owned	283,147 16,004 299,151	2,286	14.28	2,725	17.03 27.15

A comparison of these figures with the figures of last year shows an increase in the number of locomotives of 349, or 4.9 per cent.; an increase in the number of passenger cars of 902, or 15.61 per cent.; an increase in the number of freight cars of 12,234, or 5.24 per cent.; an increase in the number of cars in company's service of 472, or 6.11 per cent; a decrease in the number of cars contributed to fast freight line service of 1,926, or 11.8 per cent., and a total increase in the number of cars and locomotives owned of 12.031, or 4.44 per cent. In the cars and locomotives leased there was an increase of 2,075 or 13.9 per cent.

The increase in the number of train brakes and automatic couplers on equipment owned was as follows:

	Number train brakes.	Number automatic couplers.
Locomotives Passenger service. Freight service Company's service Fast freight line service.  Total	739 861 15, 443 112 534 17, 689	252 23, 872 107 752 25, 855

## TABLE XI. RAILS, TIES, BALLAST, BRIDGES, ETC., IN ILLINOIS.

This table shows the following:

Iron rails on road in Illinois, main line and branches—miles	621.50 9,693.29
Tons of steel rails relaid during the year	41,929,35
Ties relaid during the year	3, 168, 629
Number of stations.	2,409
Ballast—	1 010 00
Miles of stone	
Miles of gravel Miles of cinders.	4,157.78
Miles of earth	
Miles of slag	135,64
Miles of sand	103.17
Bridges-	
Number of stone	786
Number of iron	799
Number of wooden	2,075
Number of combination	56
Aggregate length in feet	293,456.47
Number	9,045
Aggregate length in feet	670, 137, 42
Overhead highway grossings-	
Number of bridges.	159
Number of conduits	10
Number of trestles	131
Overhead railway crossings-	
Number of bridges	29
Number of conduits	4 25
Number of trestles	
number of grade highway crossings	10,000

#### TABLE XII. CONSUMPTION OF FUEL BY LOCOMOTIVES IN ILLINOIS.

This table shows the amount of fuel consumed by locomotives, the number of miles run, and the average number of pounds consumed per mile. During the year there was consumed 3,518,483 tons of fuel in running 81,415,705 miles, or an average of 84.19 pounds per mile. The cost of coal at distributing points varied from 60 cents to \$2.34 per ton, and the cost of wood ranged from 50 cents to \$3.35 per cord.

#### TABLE XIII. ACCIDENTS IN ILLINOIS.

A comparison of the summary of this table with that of last year is as follows:

	18	93.	1892.			
	Killed.	Injured.	Killed.	Injured.		
Passengers Employes Others, Totals	23 246 533 802	399 2,664 688 3,751	25 218 477 720	1,727 508 2,440		

The foregoing shows a decrease in the number of passengers killed during the year of two (2), or 8 per cent.; an increase in the number of passengers injured of 194, or 94 per cent.; an increase in the number of employés killed of 28, or 12.9 per cent.: an increase in the number of employés injured of 937, or 54.25 per cent.: an increase in the number of others killed of 56, or 11.74 per cent.; an increase in the number of others injured of 180, or 35.43 per cent.; an increase in the total killed of 82, or 11.4 per cent., and an increase in the total number injured of 1.311, or 53.73 per cent.

The causes of accidents are shown in the following table:

·	Killed.	Injured.
Coupling and uncoupling. Falling from trains and engines. Overhead obstructions Collisions Derailments. Other train accidents. At highway crossings. At stations. Other causes	35 26 85 94 43	823 292 15 258 220 169 147 66 1,761
Totals	802	3,751

The foregoing shows a decrease in the number killed at highway crossings, at stations, from overhead obstructions and falling from trains and engines.

In this connection, it may be of interest to state that of the total number of employés in Illinois, 71,884, one death occurred for every 292 employés, and one injury for every 27 employés.

Last year, for every 305 employés there was one death and one injury for every 38 employed.

Of the 246 employés killed, 49, or 19.9 per cent., met death while coupling or uncoupling cars and engines, and of the 2,664 employés injured, 823, or 30.8 per cent., were injured while coupling or uncoupling cars or engines.

One of the most fatal classes of accidents which trainmen are subject to is in falling from trains and engines.

The statistics for the year show an increase in the number killed and injured from this cause.

## TABLE XIV. TAXES PAID IN ILLINOIS IN 1891, 1892 AND 1893.

A comparison of the amount of taxes paid in Illinois during the last three years is found in this table. Of the amount of taxes reported by the Illinois Central Rrairoad Co., \$646,496.63 thereof is 7 per cent. of the gross receipts paid to the State, and is included in the total amount of taxes reported paid by this company.

1891	\$3,966,702 08
1892	
1893	
1030	0,100,004 00

## STATISTICAL TABLES.

## EXPLANATORY NOTES.

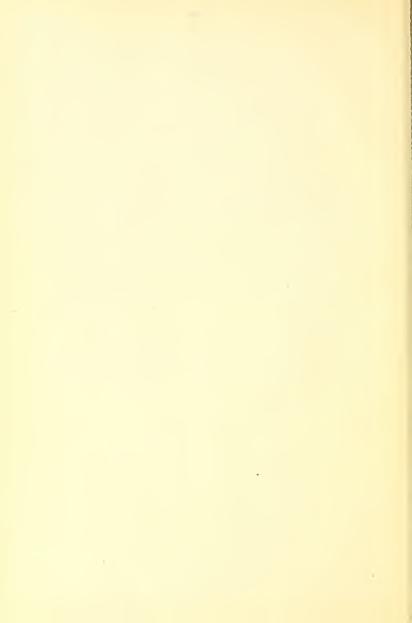
In the following statistical tables the principal operating systems and those which operate on their own account appear in alphabetical order. All subordinate roads are grouped under the roads to which they are leased or otherwise controlled, and are indented.

The reports of the Jacksonville Southeastern system and the Peoria & Pekin Union are not included in the totals of the columns.

Chicago, Burlington & Quincy—Illinois earnings, expenses, etc., are unofficial and were estimated by this office at 25 per cent. of the total.

Wabash—Illinois earnings, expenses, etc., are estimates made by company, based on totals for entire line.

Switching Roads—Belt Railway of Chicago, Chicago & Calumet Terminal, Chicago & Northern Pacific, East St. Louis & Carondelet, East St. Louis Connecting, Englewood Connecting, Terminal Railroad Association of St. Louis, and Peoria Terminal.



# STATISTICAL TABLES.

I TO XIV INCLUSIVE.

# Table I.—Classification of Railroads and

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINAN- CIAL.)	How Operated.
Atchison, Topeka & Santa Fe. Chicago, Santa Fe & California	CIAL.)  Dec. 7, 1893 F, Nov. 20, 1893 F, Nov. 20, 1893 F, Sept. 1, 1893 Dec. 1893 Dec. 1893 Dec. 12, 1893 Dec. 12, 1893 Dec. 12, 1893 Dec. 12, 1893 Dec. 18, 1893 Dec. 29, 1893 Dec.	A., T. & S. Fe R. R. Co  B. & O. R. R. Co  Belt Rv. Co. of Chicago C. & C.R. R.Co. (In construc) C. & A. R. R. Co. C. & E. I. R. R. Co. C. & E. I. R. R. Co. C. & E. I. R. R. Co. C. & E. R. R. Co. C. & E. R. R. Co. C. & G. T. Ry Co C. & G. R. R. Co. C. & G. T. Ry Co C. & G. R. R. Co. C. R. C. R. R. Co. C. R. R. R. Co.
59 South Chicago. 60 St. Charles Air Line (2). 61 Indiana & Illinois Southern. 62 Indianapolis, Decatur & Western. 63 Indiana, Illinois & Iowa 64 Iowa Central. 65 Keitisburg Bridge (2).	Oct. 24,1893 F. Oct. 24,1893 F. Dec. 11,1893 O.&F. Nov. 16,1893 O.&F. Oct. 20,1893 O.&F. Aug. 29,1893 O.&F.	St. L. J. & E. R. R. Co. In process of reorganization 1. J. & I. R. R. Co. Iowa Central Ry. Co.
66 Jacksonville Southeastern (?). 67 Chieago, Peoria & St. Louis (*). 68 Jacksonville, Louisville & St. Louis (*) 69 Litchileld, Carrollton & Western (*) 70 Louisville & St. Louis (*). 71 St. Louis & Chicago (*).		J. S. E. Line

# Mileage for year ending June 30, 1893.

4	5	6	7	8	9	10	
LENGTH OF I	INE OPER- MILES.	LENGTH OF I	Line Owned liles.	third and	Yard tracks, sidings	New road built during	
Whole Line.		Whole Line.		Illinois.	and spurs in Illinois.	year in Illinois.	
515.27	294.79				101.00 38.43 19.88 38.14 135.39 6.98 114.75 81.42 6.39 5.10 301.33 47.88 47.88 20.03 1.01 9.34 9.99 4.02 1.02 9.34 1.03 9.99 4.02 1.03 9.94 1.03 9		
		490,97 5 20	277.79	3,17	101.00 38.43		
		.61	.51				
283,01	26.32	265.54	8.85	8.76	19.88	1.96	
21.31	21.31	44.00		1.56	35.14	10.40	
46.69 843.40	46.69 580.78	46,60 543.58	46.69 543.58	67.26	135.39	10,40	
		37.20	37.20				1
43.50	31.74	29.83	22.63		6.98		1
479.79	243.67	395.50	221.20	96.03	114.75	14 89	1
		48.58 48.58	48.58 5.48	59.51	6.39		1
269.56	19.99 30.65	249.57	91 99	17 11	5.40	······································	1
000.41	00,00	3.90	3.90	3.90	19.13		1
		6.10	.41		.10		1 2
4,273.54	593.97	3,081.60	593.97	195.39	301.35		2
42.58	42.58	42.58	42.58	24.79	47.82 5.06		2
370.76	109.13	317.81	93.51		17.62		2
5, 440.74	1,329.83	4,831.79	802,29	237.98	301.93		2
		12.22	12.22		1.01		2
		58.78	58.73		9.34		200
		46,14	46.14		4.02		9
r 701 90	990 13	283.70	283.70	117 /6	56.80		0000000
3,610.18	236.18	2.879.8	189.48	195.60	210.08		000
922.45	172.10	46.70 23.00	46.70		10.70		0000
		815.67	146.78	3	20.90		6
1 850 33	482,23 42.03 131.5	15.36 1,686.75	15.36	18.97	130.96	10.50	3
42,08	42.0	42.08	42.08		6.5		1 8
350.45	131.5	2 341,45 3,50	3 122.50 3.50		37.08		4
12.01	12.0 7.6 9.3 159.2 61.0	12.0	12.0		4.2	1.00	3
7.62 16.40	7.6	2 3.30 0 10.60	5 3.36 2.00		1.50	)	
185.11	159.2	0 185.1	1 159, 20		43.23	3	
01.00	61.0	0 31.0 30.0	0 30.0	0			
28, 80	28.8	0 28.8	28.8	0	. 2.00	0	
28, 80 32, 90 2, 888, 30	28.8 32.9 1,294.7	0 26.2 7 705.5	705.50	144.1	i 300.1	2	
		3.9	6 3.9	5	183, 2 210, 66 10, 77 22, 94 3 130, 94 4, 2 17, 33 1, 15 43, 2 2, 4 6, 0, 0 1, 14 1, 15 1,	9	
		. 131.6 231.3	139,9	9	36.9	5	
	1	111 4	7 111.4	7	. 18.5	b	
		. 131.2	6 131.2	6	. 12.8	9	
		. 2.8 74.4	7 2.8 66.9	7	5 6	6	
	1	1 4.7	6 4.7	6	5.0	4	
90.0 152.5 209.0 497.6	56.0 1 75,7 9 108.9 0 92.7	90.0	56.0	.7	6 2 6	0	
152.5	75,7	6 152.5	75.7	6	. 8.8	1	
209.0	108.9	5 118.1 6 502.9	9 68.9	5	13.7	5	0
	92.1	6 502.9 2.5	7 1.1	0			-
436.1		3167.5	0 167 5	0 0 0 0 0 0 7 6	20.6	i	
**************		112.3	0 112.3	0	. 10.8	1 2 7 8	
		51,6	51.6	0	4.0		
		16.4					

_			*
_	1	2	3
	NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINAN- CIAL.)	How Operated.
728 738 748 757 768 769 779 80 811 822 833 848 859 900 90 90 100 110 102 105 106 107 111 112 113 114 115 116 116 117 118 119 120	Lake Erie & Western Lake Shore & Michigan Southern Louisville & Nashville. Southeast & St. Louis Louisville, Evansville & St. Louis, Con Michigan Central Joilet & Northern Indiana, Mobile & Ohio. St. Louis & Cairo. New York. Chicago & St. Louis Chicago & State Line Northern Pactific Wisconsin Central Lines Chicago & State Line Northern Pactific Wisconsin Central Lines Conding the Wisconsin Central Lines Control of the Wisconsin Central Lines Colling & Swissonsin Oh & Wisconsin Central Lines Colling & Swissonsin Oh & Wisconsin Central Lines Colling & Wisconsin Oh & Wisconsin Central Lines Colling & Wisconsin Ohaw Mississippi Pennsylvania Co. Calumet River Petrisburgh, Ft. Wayne & Chicago South Chicago & Southern Peoria & Pekin Union *1) Peoria, Decatur & Evansville Peoria Terminal (*) Pittsburgh, Cincinnati, Chicago & St. L. Englewood Connecting Quincy, Omaha & Kansas City Rock Island & Peoria St. Louis & Edorado Elleville & Edorado Elleville & Edorado Elleville & Edorado St. Louis Southern St. Louis & St. Paul St. Louis & Carbondale & Shawneetown St. Louis & Castern St. Louis & Eastern St. Louis & Eastern St. Louis & Peoria Terminal Railroad Association of St. L. St. Louis Bridge Tere Haute & Peoria Toledo, Peoria & Western Toledo, Peoria & Western Toledo, Peoria & Western Toledo, Peoria & Western Toledo, St. Louis & Kansas City Union Stock Yards & Transit Wabash, And & Skiney (*) Louis Lana & Pike County (*) Wabash, Chester & Western Total	Sept. 11, 1893 O. &F. Aug. 13, 1893 O. &F. Oct. 9, 1893 O. &F. Oct. 9, 1893 O. &F. Oct. 9, 1893 O. &F. Sept. 4, 1893 O. &F. Sept. 4, 1893 O. &F. Sept. 4, 1893 O. &F. Sept. 14, 1893 O. &F. Sept. 13, 1893 O. &F. Sept. 13, 1893 O. &F. Sept. 22, 1893 O. &F. Sept. 22, 1893 O. &F. Sept. 23, 1893 O. &F. Sept. 30, 1893 F. Nov. 18, 1893 O. &F. Sept. 30, 1893 F. Sept. 30, 1893 F. Sept. 30, 1893 O. &F. Sept. 21, 1893 O. &F. Dec. 4, 1893 O. &F. Sept. 2, 1893 O. &F. Sept. 2, 1893 O. &F. Sept. 23, 1893 O. &F. Sept. 24, 1893 O. &F. Sept. 25, 1893 O. &F.	L. E. & W. R. R. Co. L. S. & M. S. Ry. Co. L. & N. R. R. Co. L. & N. R. R. Co. L. E. & St. L. Con. R. R. Co. M. C. R. R. Co. M. & O. R. R. Co. M. & O. R. R. Co. M. & O. R. R. Co. M. Y., C. & St. L. R. R. Co. M. Y., C. & St. L. R. R. Co. M. Ry. Co. M. C. & St. L. Ry. Co. M. C. & M. Ry. Co. M. C. & W. R. R. Co.

<sup>(1)</sup> Operated by C. & E. I. R. R. Co.—C. & G. T. Ry, Co.—Wabash R. R. Co.—L., N. A. & C. Ry, Co.—C. & E. R. R. Co.—A., T. & S. Fe R. R. Co., and the Belt Ry, Co. of Chicago.

<sup>(2)</sup> Unofficial,

<sup>(3)</sup> Lessor's report not made.

# Concluded.

4	5	6	7	8	9	10	
LENGTH OF I	INE OPER- MILES.	LENGTH OF I —In M	LINE OWNED	Second, third and fourth	Yard tracks, sidings and spurs in	New road built during	
Whole Line.	In Illinois.	Whole Line.	In Illinois.	tracks in Illinois.	Illinois.	year in Illinois.	
718,56 1,453,90 208,18	121.03 14.02 179.81	710.78 1,131.34	118.60 14.02	7.64	20.16 64.62		72 73 74
367.43 1,638.52	150.90 49.07	208.18 369.05 270.07	6.07		31 93		75 76 77
160.60 530,48	160.60		160.60		40.97		78 79 80 81
918.71	63.66	9,96	9.96		8.98		82 83 84
635.92 9.00 480.14	9.00	45,66 632,68 9,00	375.52		66.63		85 86 87 88
		469, 89 10, 25	16.32 10.25	25, 47	54.68 2.39		90 91
256,63 1,395.51	215.88	233.27	195.55	9 10	26.70		92 93 94
1,395.51 138.87 113.00	3,36	2.35 134.51	2.35	18,89	39.52 .88		95 96 97 98
239.04		14.40 17.30 50.20	14.40 17.30 50.20		2.20 3.70		99 100 101
***************************************		56.40 53.50 33.00	53.50 33.00		21.26 2.20 3.70 13.10 6.84		102 103 104
96.18 12.00 14.00	12.00	12.00	87.68 12.00		10.44 2.00 1.00 13.63		105 106 107 108
3.51 158.30		1.22	.85				109 110 111
173,60 247,10 450,72	166.00 247.10 179.49	230.10	137.60 230.10		36.10 25.80		112 113 114 115
1,978.80	731.00	8.00 1,978.80 11.70	8.00 659.60 11.70	8,00			1118
64.83	64.83	64.83	64,83		4,33		119 120
***************************************			10,314.79	1,300.61	3,435,63	75.84	

# Table II.—Railway Capital at the close

1		2	3	4	5	6	7
		ST	ocks.			Fu	NDED
Name of Com		Amount outstand- ing.	Amount per mile of line.	Proportion to total railway capital.	Amount outstanding Cols, 8+9+ 10+11.	Amount per mile of line.	Proportion to total railway capital.
Atchison, Topeka & S Chicago, Santa Fe Atch., Top. & San Miss. Riv. R. R. T	Santa Fe (1) . & California. ta Fe in Chi. oll Bridge	\$15,000,000 5,000,000 1,000,000	\$30,552 961,538 1,639,344	39.65 40.63 60.60	\$17,583,000 7,000,000 650,000	\$35,813 1,346,154 1,065,574	46.49 56.93 39.40
5 Baltimore & Ohio (1). 6 Baltimore & Ohio & 7 Belt Railway of Chic 9 Chicago & Alton	& Chicago ago	1,503,450 1,200,000 19,780,400	5,662 56,312 36,478	7.59 86.82 61,40	7,744,000 9,898,850	29, 163 14, 059	39.09
4 Miss, Riv. R. R. T. Baltimore & Ohio (5), 6 Battimore & Ohio (6), 7 Beit Railway of Chie 9 Chieago & Alton 11 Mississippi River 1 12 Chicago & Calumet 7 13 Chicago & Calumet 1 14 Chicago & Westerr 15 Evansville, Terre 1 16 Chicago & Free 1 17 Chicago & Calumet 1 18 Chicago & Calumet 1 19 Chicago & Calumet 1 19 Chicago & Calumet 1 20 Chicago & Calumet 1 3 Chicago & Calumet 1 4 Chicago & Westerr 1 5 Chicago & Eric 1	Bridge Ferminal Ilinois In Indiana I aute & Chi.	300,000 5,000,000 13,594,400 5,000,000	5, 662 56, 312 36, 478 40, 323 225, 564 115, 420 34, 372 102, 923 11, 967	100,00 33,86 44,25 41,93 30,03 31,35	586,000 6,000,000 17,675,000	440,676 138,504 44,690 226,732 25,731 90,529 36,753 992,821	66.14 53.10 54.52 66.16 67.33
17 Chicago & Grand Tr 18 Grand Trunk June 19 Chicago & Illinois So 20 Chicago & Indiana S	tion	581,370 100,090 6,600,000 500,000 200,000 66,528,821	102,923 11,967 401 20,214 128,205 1,220 32,787 15,569	31.72 10.99 100.00 37.77 35.69	1,250,000 22,493,395 12,000,000 3,872,000		
20 Chicago & Northwes 21 Chicago & Northwes 22 Chicago & Ohio Rive 23 Chicago, Burlington 25 Chicago, Burlington 26 Chicago, Burlington 27 Galesburg & Riou	Pacific & Northern. & Quincy	66,528,821 39,000,000 438,800 9,571,500 76,408,900 1,428,000 219,000 25,000	66, 905 5, 137 27, 519	51.47	27,224,000 901,780 12,486,500 123,606,231		46.71 65.57 54.63 59.90 58.35 50.40
25 Chicago, Burlington Chicago & Lowin. Chicago & Lowin. Chicago & Lowin. Chicago & Lowin. 27 Illinois Western. 28 Illinois Western. 29 Illinois Western. 29 Illinois Western. 20 Quincy, Alton & St 31 St. Louis, Rock. 18 32 Chicago, Milwanklee 33 Chicago, Milwanklee 33 Chicago, Milwanklee 34 Chicago, St. Paul & Chicago, Great West Chicago Great West Chicago, Great West Chicago, Great West Chicago, St. Paul & Cleveland, Cinein. 20 Kankakee & Senec Peoria and Eastert De Pue, Ladd & Ess 42 East St. Louis & Car 43 East St. Louis & Car 44 Electric City & Ill.(M 45 Elgin, Joilet & Easte 46 Fulton County Narre 7 Fulton County Ext 46 Grand Tower & Cap 6 Grand Tower & Cap	Louis and & Chi & St. Paul d & Pacific	1,500,000 25,000 970,100 3,000,000 71,795,161 46,156,000 1,500,000 49,974,035	25, 539 9, 158 21, 025 10, 575 12, 542 16, 027	56,32 100,00 53,59 54,54 32,38 39,83 100,00 95,69 29,01		18, 206 8, 812 24, 020 19, 647	46.41
Peoria & Bureau V St. Chicago Great West Chicago, St. Paul & St. Cleveland, Cincin., Kankakee & Senec Peoria and Easterr	ern Kansas City Chi. & St. L.	38, 407, 722 10, 000 10, 000, 000	238 29,289	92 41.56	650,000 13,603,000	52,102 28,514 15,447 39,841	67 64 51.29 59.69 56.55
41 De Pue, Ladd & Eas: 42 East St. Louis & Car 43 East St. Louis Conne 44 Electric City & Ill.(M 45 Elgin, Joliet & Easte 46 Fulton County Narro 47 Fulton County Ext	ondelet ectingIll.& St. L.). ernow Gauge	30,000 420,000 20,000 1,001,100 6,000,000 375,984	34,971 5,952 61,043 32,413	65.84 4.42 36.34 46.73	1,763,242 6,366,086 171,000	107,513 34,391 5,484	63.66
447 Futton County Ext 48 Grand Tower & Cap 49 Grand Tower & Carl 50 Illinois Central 51 Blue Island Chicago, Hayana &	e Girardeau, bondale	260,900 350,000 50,000 50,000,000 25,000 25,000		44.61 63.24 42.42 20.00 23.98	350,000 350,000 61,936,000 100,000	38, 172 25, 253	52.54 80.00
53 Chicago, Madison 54 Chicago & Springf 56 Kankakee & South	& Northern . leld (2) nwestern (2)	50,000					
58 Nath Chicago (*). 61 Indiana & Illinois S 62 Indianapolis, Decatt 63 Indiana, Illinois & Id 64 Iowa Central. 72 Lake Erie & Wester 73 Lake Shore & Michi	outhern or & Western owa	740,900 1,000,000 3,597,800 13,754,626 23,680,000	8,232 6,557 30,441 27,350 33,316	46,33 17,77 69,07 66,31 71,05	200,000 790,000 4,218,950 1,421,312 6,504,879 8,950,000 45,266,000	42,017 8,778 27,663 2 12,625 12,934 12,592 40,011	49, 43 74, 58 27, 29 31, 36 26, 85

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.
(2) Included in Illinois Central funded debt.

of the year ending June 30, 1893.

Bonds	8	9	10	11	12	13	14	15	В		
\$17,583,000	DEBT.				OTHER F	ORMS O	F In-	N- SUMMARY.			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		DESIGNA	TION.			Ame	Pro rai				
\$17, 583, 600		laneous obliga- tions.	bon'ds.	ment trust ob iga- tions.	outstand- ing	per mile	portion to total lway capital. Col. 12+Col. 15.	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+ 6+13.		
7,744,000	\$17,583,000 7,000,000 654,000				\$5,214,065 304,971	\$10,681 58,648	13,86 2.44	\$37,827,065 12,304,971 1,650,000	\$77,046 2,366,340 2,704,918	1 2 3 4 5	
Company   Comp	7,744,000 9,898,850				10,560,540 181,660 1,031,769	39,808 8,619 1,223	46.68 13.18 3.37	19,807,990 1,384,660 30,711,019 1,500,000		5 6 7 9 10	
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	6,000,000 17,675,000 11,014,666 1,250,000 12,000,000	\$300,000	\$10,000,000	\$193,395	291,679 1,147,515 636,222 25,170 333,800	6,918 2,901 13,096 518 1,339	2.65 3.55 3.81 1.32 1.57	11, 299, 679 32, 416, 915 16, 650, 888 1, 856, 540 22, 927, 195	666, 240 260, 842 81, 963 342, 751 38, 216 92, 269 63, 359	12	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12,000,000 3,872,000 117,100,500 27,224,000				329,366 2,781,670 1,061,689	53,933 651 23,677	3.90 62.23 1.49 1.92	529,366 186,410,991 58,285,689	1, 100, 627 1, 220 86, 780 43, 624	18 19 20 21	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	250,000 12,486,500 14,427,550 2,000,000 213,800	33, 480 39, 178, 681	618,300		34,598 <b>7</b> 95,725 6,165,783	2,288 1,143	2.54 3.48 3.05	1,375,178 22,853,725 205,180,914 3,428,000 483,800		23 24 25 26 27	
23,840,000	840,000 2,500,000 130,805,500 60,647,000	4,9 <b>7</b> 3,000 <b>7</b> ,068,000	1,717,500		9,304,078 2,246,179	1,625 779	4.75 1.88	25,000 25,000 1,810,100 5,500,000 218,595,239 116,117,179	9, 158 39, 231 19, 387 38, 187 36, 453	29 30 31 32 33	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	23,840,000 48,095,730 650,000 9,603,000	4,347,462	4,981,700	1,524,312	2,255,417 1,700,438 7,275,533, 429,000 458,475	2,085 4,318 10,195	3.32 7.78 39.39	52, 229, 452 51, 286, 812 93, 779, 023 1, 089, 000 24, (59, 475	32, 120 60, 276 62, 877 55, 5 8 25, 88 70, 467	35 36 38 39 40	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	200,000 1,682,000 6,079,000	81,242 287,086			17, 862 432, 141 472, 513	128 612	95.58	30, (0x) 637, 862 452, 1 H 2, 764, 242 12, 838, 599	8,571 53,111 134,564 168,556 69,355	42 43 44 45	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	313,000 350,000 13,667,000	48, 269, 000			84, 274 29, 067 5, 931, 969	2,923 1,109 3,656	10.78 36.76 5.04	117, 867, 969	72,044	50	
290,000 290,000 29,000 42,0 790,000 67,746 753 4.24 1,598,646 17,70 3.423,950 795,000 353,568 2,312 7,65 5,571,518 36,55	2,500,000				79,216 3,567,370 291,254 75,829 30,053	578	100.00	1+4,216 6,117,370 291,254 75,829	792 26,447 2,616 578	52 53 54 56	
8 90 000   121,312 500,000   189,621   1,604 3,64 5,208,733 44,6,6 (3.25,551   179,325 4452,058 9,958 2,33 2,071,563 41,2 8,950,000   69,133 977 2,10 33,325,139 46,8 45,266,000   4,34,233 5,056 4,37 96,610,333 103,24	200,000 790,000 3,423,950 800,000 6,325,554	121,312	795,000 500,000 179,325		67,746 352,563 189,621 482,058	753 2,312 1,604	4.24 7.65 3.64 2.33	200,000 1,598,646 5,571,518 5,203,733 20,741,563 33,325,139 99,610,333	42. 017 17,763 36,532 44,670 41,242 46,885 103,264	59 61 62 63 64	

_											
	1	2	3	4	5	6	7				
		Su	TOCKS.		Funder						
	Name of Company.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2÷Col. 15.	Amount outstanding Cols, 8+9+ 10+11.	Amount par mile of line.	Proportion to total railway capital. 100×Col. 5÷Col. 15.				
74 75 76 77 78	Litchfield Belt. Louisville & Nashville (l). Southeast & St. Louis Louisville, Evansville & St. L. Con Michigan Central. Joijet & Northern Indiana.	\$1,000,000 4,254,209 18,738,204 300,000	\$4,805 11,815 69,383 6,667	13.33 27.75 62.52 26.49	\$6,500,000 10,352,927 10,000,000 800,000	28,754 37,027	86,67 67,53 33,35 70,64				
79 80 81 82 83 81	Mobile & Ohio (1). St. Louis & Cairo St. Louis & Cairo New York, Chicago & St. Louis. Chicago & State Line Northern Pacific 1) Wisconsin Central Lines (1). Chicag & Wisconsin.	6,500,000 30,000,000 1,500,000	40,473 59,740 150,602	61,90 59,16 100,00	4,000,000 19,525,000	24,907 38,881	38.10 38.50				
85 86 87 88 89 90	Ohio & Mississippi Pawnee	1,500,000 24,(81,914 50,000 34,567,616 127,000	32,852 38,063 5,556 14,786 73,565 12,390	45.07 57.70 43.10 43.81 72.46 46.72	1,500,000 16,534,000 36,000	26, 133 4, 000	39 60 31,03				
93 95 96 97 98	South Chicago & Southern. Peoria, Decatur & Evansville. Pittsburgh, Cincin., Chi. & St. L. Englewood Connecting. Quancy, Omaha & Kansas City (*) Rock I-dand & Peoria. St. Lonis, Alton & Terre Haute.	8,400,000 47,988,891 99,200	36,010 44,303 42,213 13,274	58,35 49,47 96,04	1,739,240 600,000	41, 220 12, 930 5, 310	97.91				
99 100 101 102 103 104	St. Louis, Alton & Terre Haute. Belleville & Caronde et. Belleville & Eldorado. Belleville & Southern Illinois. Chicago, St. Louis & Paducah. St. Louis Southern.	3,470,800 500,000 1,000,000 1,692,000 1,000,000 460,000	28,902 19,920 30,009 18,692	50,47 61,20 61,30 33,19	8,057,090 485,000 550,000 1,009,000 2,000,000 1,056,000	28, 034 10, 956 18, 005 37, 383 32, 000	48,95 35,31 36,55 66,38				
105 106 107 108 109	Carbondale & Shawneetown. St. Louis, Chicago & St. Paul St. Louis & Eastern. St. Louis & Peoria	356,600 2,000,000 300,000 280,000	20,377 22,810 25,000 20,000 1,067,556	58.78 51.64 100.00 45.85	250,000 1,872,622	14,286 21,357 14,613 5,185,185	48,36 33,49				
111 112 114 115 117 120	Terre Haute & In its applie (1) a. St. L., Vandalia & Tyris Haute. Foledo, Peorie & Western	3,92 \ 0.58 4,076,9 0	21,789 17,718 97,639 82,632	45.78 44.32 61.34 38.18	4,499,000 4,899,530 10,000,000 81,500,000 690,000	28, 421 21, 293 22, 187 48, 077	52.37 53.15 35.96 59.64				
	Total	\$930,557,461	22, 435		\$1,111,749,725						

<sup>(1)</sup> Inserted to show relation of following subsidiary lines. (3) About to be foreclosed, stock has no value.

# Concluded.

8	9	10	11	12	13	14	15	16			
DEBT.				OTHER FO	RMS OF		SUMMARY.				
	DESIGNATION.				Amo	Proj raj					
Bonds,	Miscel- laneous obliga- tions.	Income bonds.	Equip- ment trust obliga- tions.	Amount outstanding.	Amount per mile of line	Proportion to total railway capital. 100×Col. 12÷Col. 15.	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+ 6+13.			
\$6,500,000 10,234,225 10,000,000 800,000	\$118,702			\$722,954 1,233,774 32,550				\$36, 034 42, 577 110, 979 25, 178 65, 380	78		
1,100,000 16,126,000	408,000	\$400,000		327,688 1,118,212	2,363 7,177 1,432 3,333	9.86	3,327,688 41,734,126	72,881 65,628	81 82 83 84 85 86		
12,410,000 4,815,000 44,229,000	39,748 419,480			83,994 726,233 144,835 1,108,822 3,955,994 4,088	18,960 1,545 14,131 4,771 3,652 1,739	56.19 1.95 53.28 7.72 4.11 3.96	149, 494 47, 703, 849 271, 838 14, 393, 570 96, 593, 365 103, 288	33,746 101,520 26,521 61,721 80,175 43,952	88 89 90 91 93 95 96		
600,000 6,700,000 485,000		1,357,000		37,176 69,228 1,481,020 5,686 7,588 59,009 12,358	7,155 329	3.19 11.39 .56	1,776,416 2,169,228 13,008,820 990,686 1,557,588 2,760,009 3,612,358 1,516,000	19, 197 62, 845 57, 265 31, 027 49, 060 56, 306	98 99 100 101 102 103		
250,000 1,250,000 1,250,000 7,000,000 5,000,000	622, 622 22, 583			126, 115 731, 585 119, 700	9,008 541,915 98,115	20.66	3,872,622 300,000 610,698 9,172,785 13,109,700	34,663 44,167 25,000	105 106 107 108 109 110		
4,895,000 9,000,000 81,500,000 690,000	4,530 1,000,000			221, 082 7 17, 105 2, 690, 256 22, 272	961 1,657 1,587 344	2.53 2.70 2.28 1.14	9, 197, 512 27, 802, 105 136, 190, 256 1, 962, 272	54,774 39,972 61,683 82,286 30,268	112 114 115 117 120		
<b>8976, 672, 265</b>	\$107,294,928	\$26,054,825	\$1,717,707	\$91,658,407	\$2,209	4.31	\$2,133,965,593	\$51,448	i		

Table III.—Income Account—Whole Line—for year ending June 30, 1893.

			-02	09	- 00	o. 3	Ξ:	425	4.10	92	28			323				388	32.5	388	3 9 3
6	Total	Cols. 4+8.	\$583,890	571,884	(	3,444,913		1,717,705		77.0				792, 457					125,600	3,941,972	312,129 312,139 17,703
00	Total in-	come from property described. Cels. 5+6+7.				105,750		61,824	75,020			13,185			-			122, 140 122, 140 617, 013		30,503	75
6 7	COME.	Miscellane- ous, includ- ing rents.				#6,365 105,750	70, 160	1,341	75,020	:	186,582	13,185	65,936	000	179,373	16,554	42,000	45,486 155,595		10,698	75
9	SOURCE OF INCOME.	Bonds.						4,683		13,700					000,000			10,697			
20	nog	Stocks.				240,532		55,800				727.709	:		007,120			65,957	- :	19,805	
4	fron	Col. 2—Col. 3	\$533,890	571,884	c	3, 138, 090	280 GF	1,655,881		402,510		11, 426, 891		=				12,545,267		3,911,467	312, 139 17, 628
œ		expenses.	\$2,579,284	2,716,202	A	:	179 591	2,795,996		9 978 618	:	21, 291, 738		-i <sub>e</sub>	-			21,658,332			1, 428, 363 93, 165.
61	Gross earn-	operation.	\$3,113,174	3,288,086	22,900	8,429,203	957 666	4, 451, 877		2,916,901	100,000,000	82,718,629	1,368,399	2, 426, 235	00, 000, 000			34, 2n3, 599 20, 996, 692	5 025 410	14,669,056	1,740,502
1	NAME OF COMPANY		Atchison, Topeka & Santa Fe(!).	Baltimore & Objo & Chicago.	8 Centralia & Chester.	3	Mississippi River Bridge		5 Evansville, Terre Haute & Chicago	ව්ව්		Unicago & Indiana State Line		Chicago, Burlington & Northern.	3	Galesburg & Klo		32 Chicago, Milwaukee & t. Paul 33 Chicago, Milwaukee & t. Paul 33 Chicago, Bock Island & Pucific			Ē

<b>24 4 4 4 5 6 6 6 6 6 6 6 6 6 6</b>	8333333	28828288	824888328	104 104 104 104 104 104
18,727 165,824 285,402 181,824 181,824 8,831,237 182,652 182,632 183,662 147,218 147,218 147,218 147,218 147,218 147,218	514.270 516.951 4,0.7,826 89,014 272,419	1, 2.59, 418 100 1, 977, 108 1, 444, 892 2, 550 4, 003, 756	3, 804, 709 23, 609 21, 201 377, 655 377, 655 250, 984 442 62, 541 201, 944	1,150,944 30,000 19,308 19,308 72,740 80,196 10,000
2, 991 1, 515, 005 35, 002 37, 061 14, 312	21, 239 49, 863 89, 014	8,527 100 9,161	3,804,709 21,201 2,334 855,153 412 11,800	487 236 19, 000 19, 308 12, 239, 603 72, 740 80, 196 10, 000
2.2.90] 172.531 16.983 37.664 14.310	21, 330 4, 231 89, 011	8,527 100 9,161	3,801,709 24,201 2,384 851,689 442	136, 776 30, 006 19, 308 229, 603 72, 740 80, 196 10, 000
	67		081	350, 520
62.5	11,907		2,984	
6.8865.986.08.98.99.99.09.09.09.09.09.09.09.09.09.09.09.	514, 270 514, 270 575, 564 4, 037, 963	1,230,891 1,967,947 1,414,892 2,550 4,003,756	23,609 374,671 4,395,828 2,036 62,541 62,541	663, 618
136,585 234,623 48,534 39,722 13,157,129 80,728 36,728 36,728 37,712 582,440 1,535,744	11 11	5, 325, 985 3, 663, 247 2, 854, 395 8, 295 9, 085, 596	31,875 473,746 11,808,806 2,529 2,529 216,718	955,877
150, 312 440, 998 920, 632 46, 525 5, 334 149, 693 199, 281 98, 764 50, 400 1, 92, 564 3, 579, 167 3, 579, 167	1, 323, 660 1, 784, 294 15, 996, 638	6,556,876 5,631,194 4,299,287 10,845 13,089,352	55, 484 848, 417 16, 204, 634 4, 565 279, 259 682, 720	1, 619, 528
as Bear 8: Louis Concenting.  H. Electric Clyp & III. Mandison, III. & St. L.)  Electric Clyp & III. Mandison, III. & St. L.)  Electric Clyp & III. Mandison, III. & St. L.)  Fulton County Narrow Capinge  Research County Narrow Capinge  Grand Tower & Carbondale  Fill Inch Coerter  Ellinois Control  Ellinois Control  Ellinois Control  Ellinois Southern  South Unicago  Ellinois Southern  Ellinois Ellinois & Low  Ellinois Countrol  Ellinois Countrol  Ellinois	Itehhold Folk, compared roomen   Itehhold Folk, compared   Itehhold	Pro N NN	99 Pittsburgh, F. Warne & Chicago (F.)  80uth Chicago & Southern (D. & F.)  80uth Chicago & Southern (R. & F.)  80uth Chicago & Southern (R. & F.)  81 Pittsburgh Chicago & St. Louis  Pittsbu	St. Lours. Allon & Tere Haute. Belleville & Carondelet. Belleville & Educatudo. Belleville & Southern Jilinois. Chicaco, St. Louris & Paducah. St. Louris Southern. Carbondale & Shawneetown.
				-22222

# Table III.—Continued.

1				108	25	222	112	ì
6		Total	Cols. 4+8.			585, 679 5x, 616	3,931,92v 117 25,008 190	₩.
00	WNED.	Total in- come from property described. Cols. 5+6+7.				585,679	519,087	\$15,734,771
1-	INCOME FROM PROPERTY OWNED.	COME.	Miscellane- ous, includ- ing rents.	\$226,574		585,679	3,412,810 25,408 \$247,318 \$2,260 269,509 519,087	\$10,288,264
9	OME FROM	SOURCE OF INCOME.	Bonds.	1,010,628	577, 803	58,616 145,225	\$2,260	\$2,951,945 \$2,494,562
τΦ	Inc		Stocks.		577, 803	58,616 245,225	\$247,318	\$2,951,945
4	Inaomo	Operating from borra- expenses. Col. 2—Col. 3			577,893		412, 977 3, 412, 810 25, 008	\$99,353,394
83		Operating		\$19,698 788,633	1,362,457	358, 752 740, 407	1, 754, 097 10, 807, 604 69, 484	\$217,972,986
61		Gross earn- ings from	operation,	\$29,608 1,799,261	1,940,260	417,368	2, 167, 074 14, 220, 444 94, 492	\$317,326,380
		NAME OF COMPANY.		St. Louis & Peoria.  109 Terminal Railroad Association of St. Louis. 110 St. Louis Bridge	111 Terre Haute & Indianapolis	Terre Haute & Peoria  Is Toledo, Peoria & Western	117 Wabash. 120 Wabash, Chester & Western.	Totals

(1) Inserted to show relation of following subsidiary lines. (2) Deficit.

Table III.—Income Account—Whole Line—Continued.

1					28882882882882883888888888888888888888	
	11			Net defleit. Cols. 9–15.	178, 186, 186 178, 186 18, 777 18, 140, 140, 140, 140, 140, 140, 140, 140	
-	91	Net income.			8 1.156, 18 5 62.259 6 70 105,000 105,	
	15			Total fixed Colarges. Cols. 10+11+ 12+13+14.	\$5,699,076 175,944 176,949 1,677,648 1,188,476 1,188,476 1,188,476 1,188,476 1,188,476 1,189,476	
	14	D CHARGES.		Miscel- laneous,	54,559 \$631,037 58,840 17,355 66,547 750 9,914 135,829 19,319 135,829 22,461 11,683 22,461 11,683 23,491 15,490 20,200	
	13	BLE TO FIXE		Taxes.	\$154,553 48,000 206,547 19,284 19,284 19,286	
	12	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.	DESIGNATION.	Rents.	8883 8184,678 G74,403 G79,403 10,919 221,071 8,728 11,422 11,422	
	111	EXPENDITU	EXPENDITUR		Interest on interest bearing current liabilities accurate not otherwise provided for.	\$8833 10, 3198 127, 231 16, 007
	92			Interest on funded debt, accrued.	φ <sup>-</sup> - υ	
			NAME OF COMPANY.	·	Atchison, Topeka & Santa Fe (t), Chiego, Surfa Fe & California, Baltimore & Uhio (t) Scientiala & Chester Chiego Scientiala & Chester Chiego Scientiala & Chester Chiego & California Massissiphi River Bridgo Chiego & California Chiego & Rather Innois Chiego & California Chiego & California Chiego & California Chiego & Chester Chiego & Chester Chiego & Northern Pacific Chiego & Rio Alton & St. Louts. St. Louts, Rock Island & Chiego	

Table III.—Income Account—Whole Line—Continued.

1					888 468 464 464 464 464 465 465 465 465 465 465
	17			Net deficit. Cols. 9—19.	25.1, 422 25.7, 412 25.7, 412 25.8, 28.7 27.7, 25.6 27.7, 75.7, 25.7 29.7, 20.7 29.7, 20.7 20.7, 20.7 20.7 20.7, 20.7 20.7, 20.7 20.7, 20.7 20.7 20.7 20.7 20.7 20.7 20.7 20.7
	16			Net income. Cols. 9–15.	115, 006
	Ič			Total fixed charges. Cols. 10+11+12+13+14.	စ္တို့ <del>ရဲ့</del> ဖွဲ့ ကို
	14	D CHARGES.		Miscel- laneous,	8220 11, 277 25, 281 26, 280 16, 210 171, 285 171, 285 5, 284 5, 284 5, 284
	13	BLE TO FIXE		Taxes.	10.00 (20
	2	EXPENDITURES ASSIGNABLE TO FIXED CHARGES	DESIGNATION.	Rents.	\$21,470 \$815,312 \$24,465 \$11,516 11,516 \$2,881,694 17,818 \$2,881,694 125,000 \$35,400 132,890 \$35,400 136,685 \$35,400 136,685 \$35,400 137,880 \$35,400 138,689 \$35,400
	11	Expenditur	A I	Interest on interest on interest bearing current liabiii-ties a crued not otherwise provided lor.	231, 470 11, 516 11, 516 125, 000 132, 880 132, 880 13, 683 13, 683
	10			Interest on funded debt, accrued.	2, 119, 884 2, 419, 884 1, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1
			NAME OF COMPANY		hicago Milwaukee & St. Paul.     Contract Revenue   Re

72 78 78 78 78 78	8 <b>3</b> 28 8		88885	88888	288.2	25225	86911	1113	
			3, 250	441 441		16,261	5,175	209, 523 115 116 117 117 117 117 117 117	\$3,672,781
1,362,758	205,218	181,895	2, 911, 143	1,1	22, 027 221, 035 133, 168	138, 1, 23,	64,114 239,460 577,892		\$35,753,986
2,725,068	-	2,490,448 1,262,997	3,715,185 893,566 23,609	370,012 4,104,672 2,477	40,514 70,909 1,017,776		15,085 1,173,088 352,500	400, 450 58,616 231, 505 621, 500 3,891,346	\$83,006,970
987, 479	75,000	3,071	24,866	8,000 179,225	2,363	369 10, 007 773 253	75, 391	42,079 42,079	\$4,034,617
318,896	174,880	195, 981 195, 538	394, 321	40,725 446,610 2,477	12,345 28,909 50,771		87, 104	82,555 82,560 457,868 3,873	\$10,817,330
350, 893	1,350	2, 291, 391	3,320,864	1,102,850	410,829	10,000	999	58,616	\$14,379,742
56,000			3,250	19,929	22,759		28,633	1,03	\$754,134
1,067,800	782,940	1,062,160	868,700	2,375,957	25, 24, 806 169, 000 100, 000	78.85 20.86 20.86 20.86 20.86 20.86 20.86 20.86	315,000 350,000	2, 818, 450 2, 818, 405 21, 750	\$53,021,147
77 Michigan Central	St. Louis & Cauro National Stock Yards (East St. Louis) New York, Chicago & St. Louis. Chicago & State Line	Northern Pacific (4). Northern Pacific (4). Oniversain Central Lines. Onive & Mississippl. Pawnee	Schingtwalls Co. (*).  Schingtwalls Co. (*).  Pittsburgh, Ft. Wayne & Chi. (0, & F.).  Pittsburgh, Ft. Wayne & Chicago (F).  South Chicago & outhern (0, & F.).	South Chicago & Southernte: South Chicago & Evansville Pittsburgh, Chichmati, Chicago & St. L., Englewood Connecting (U. & F.).	O≃ 5	್ಷಪ್ಪನ್ನು	(D) ==	11. St. Louis, Vandalia & Terre Haute 11. Tordo, Peoria & Peoria 11. Tordo, Peoria & Western 11. Wabas, Chouss & Kansas City 11. Wabash, Choster & Western.	Totals.

(4) Inserted to show relation of following subsidiary lines.

# TABLE III—Income Account—

	18	19	20	21	22	23
	PAYM	ENT	S FROM N	ET IN	COME.	Surplus
NAME OF COMPANY.	Divi	DEND	S DECLARE	D.	Total payments	opera- tions of year
	PREFER		COMMO STOCE	N L	from net income including	ending June 30, 1893,
Atchison, Topeka & Santa Fe () Chicago, Santa Fe & California Baltimore & Ohio & Chicago Belt Railway of Chicago Contraila & Chester Chicago & Alton Joliet & Chicago Mississippi River Bridge Chicago & Calumet Terminal Chicago & Trunk Chicago & Northern Pacific. Chicago & Northern Pacific. Chicago & Northern Pacific. Chicago, Burlington & Northern Chicago, Burlington & Vorthern Chicago, Burlington & St. Paul Chicago, Roke Island & Pacific Chicago, Roke Island & Pacific Chicago, Great Western Cleveland Chichanati, Chi. & St. L. Chicago Great Western East St. Louis Connecting Electric City & Ill. (M., Ill. & St. L.) Peoria & Eastern Chicago, Grand Tower & Cape Girardeau. Chicago, Handle & Northern Indiana, Illinois & Iowa Indiana, Illinois & Iowa Lake Shore & Michigan Southern Indiana, Illinois & Iowa Lake Shore & Michigan Southern Litchied Bett Lake Shore & Michigan Southern Litchied Bett Lake Shore & Michigan Southern Joliet & Northern Adout & Chicago, St. Louis. Chicago & State Jane Noticago & Michigan Southern Chicago & State Jane Noticago & Michigan Southern Chicago & State Jane Noticago & S	Amount.	Rate per cent.	Amount.	Rate per cent.		Columns 16-22.
Atchison, Topeka & Santa Fe (1)						
5 Baltimore & Ohio (1)						
7 Belt Railway of Chicago			\$72,000	6	\$72,000	
9 Chicago & Alton. 10 Joliet & Chicago.	\$278,360	8	1,216,590	8 7	1,494,950	\$292,315
11 Mississippi River Bridge 12 Chicago & Calumet Terminal.			21, 900	7	35,000	
12 Chicago & Calumet Terminal			283, 986 300, 000	6	283, 986 300, 000	105,313 8,461
15 Evansville, Terre Haute & Chi 16 Chicago & Erie						20
17 Chicago & Grand Trunk 20 Chicago & Indiana State Line					264,024	
21 Chicago & Northwestern	1,563,432	7	2,343,129	6	3,906,561	880,248
20 Chicago & Indiana State Line 21 Chicago & Northwestern 22 Chicago & Northern Pacific 23 Chicago & Ohio River 21 Chicago Burlington & Northern 25 Chicago Burlington & Quincy 25 Chicago, Miwaukee & St. Paul						31,297
25 Chicago, Milwaukee & St. Paul	1,751,358	3½	3,820,221 1,838,30	5	3,820,221 3,589,666	707, 805 932, 735
Chicago, Rock Island & Pacific Peoria & Bureau Valley Chicago Great Western	970 000		1,846,232	8	1,846,232	307,851 3,723
38 Cleveland, Cincinnati, Chi. & St. L. 39 Kankakee & Seneca	500,000	5	840,000	3	1,340,000	15,513
40 Peoria & Eastern						
43 East St. Louis Connecting						
45 Elgin, Joliet & Eastern						
48 Grand Tower & Cape Girardeau 49 Grand Tower & Carbondale						42 424
50 Illinois Central 51 Blue Island 52 Chicago, Havana & Western			2,500,000	5	2,500,000	178,659
52 Chicago, Havana & Western						
59 South Chicago						27,664 2,917
62 Indianapolis, Decatur & Western 63 Indiana, Illinois & Iowa 64 Iowa Central.						98,520
72 Lake Erie & Western	592,000	5			592,000	76.607 459,810
Litchfield Belt	53,350		2,967,990	6	3,021,340	445, 982
75 Southeast & St. Louis			070.700			(²) 150, 339
77 Michigan Central			1,030,601	51/2	1,390,719	P 612
79 Mobile & Ohio (¹) 80 St. Louis & Cairo			23,000		21,000	53 077
National Stock Yards (East St. L.). 81 New York, Chicago & St. Louis	150, 000	3			198 794	6 453
82 Chicago & State Ane. 83 Northern Pacific (1)	100,000				150, 174	100
84   Wisconsin Central Lines 86   Ohio & Mississippi						181.895
87 Pawnee						2,338

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

<sup>(2)</sup> Closed into L. & N. income account.

## Whole Line—Continued.

24	25	26	27	28	29	30
Deficit from opera- tions of year ending June 30, 1893. Cols. 16-22.	Surplus on June 30, 1892.	Deficit on June 30, 1892.	Addi- tions for year.	Deductions for year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.
\$1,156,186		\$2,094,573				\$3,250,759
178,550 9,770	\$162,891	4,574,864			\$153,121	4,753,414
960	2,016,383		\$306,110	\$341,016	2,273,792	
10 000		154,903	182,500		0 000	
18,777	1,318,760 677,855	194,905	162,500		8,820 1,424,073 686,316	
440,050	70,441	880, 200	20		686,316 70,461	1,320,250
<b>1</b> 5,491	7,163,563	60,373		292 870	7,820,941	75,864
161,338	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	9,065 6,805 650,150		,	24, 492	170, 403 647, 225
1,578	10,501,069 5,869,209		4,503	314,045	11,208,874 6,4×7,899 224,802	647, 225
	76,050	83,049				
317,883		957 690		44,118	15,513 454,019	402 111
317, 883 44, 422 257, 412 15, 825 38, 122	31,631	357,689 199,063		814	14,992	402,111 456,475
38, 122 15, 887 58, 243 37, 529		45,331				83,453 15,887 66,618 386,968 63,752
37,529 1,535		8,375 349,439 62,217				386,968 63,752
	120,163 4,385,294			1,649,000	162,587 2,914,953	
7,552 78,016 21,938		4, 398 457, 320 192, 898				11,950 535,336 214,836
• • • • • • • • • • • • • • • • • • • •	40,184 12,236	184,365			67,818 15,153	
24,785	199,063 6:.385	184, 300	20,212	3,725	314,070 136,992	209,150
	6 , 385 610, 887 11, 709, 281				314,070 136,992 1,070,697 12,155,263	
					•••••	
346,576 27,962	640,532 7,076,896 24,176			3,165 27,961	290,791 7,048,934	
	24, 176	96 400			32, 190 26, 585	
· · · · · · · · · · · · · · · · · · ·	165,770	20,492		36,896	135,327	
**************************************	400	020 045			500	1 449 600
513,335	421,795	930,265	14,331	3,859	599,831 13,572	1,443,600

## Table III—Income Account—

		18	19	20	21	22	23
		PAYM	IENT	S FROM N	ET IN	COME.	Surplus
	NAME OF COMPANY.	Divi	DENDS	DECLAREI	),	Total payments	opera- tions of year
		PREFER	Κ.	COMMO	ζ.	from net income including miscel-	June 30, 1893. Columns
		Amount.	Rate per cent.	Amount.	Rate per cent.	laneous.	16-22.
88 89 90 90	Pennsylvania Co. (1) Calumet River. Pittsburgh, Ft. W. & Chi. (O. & F.). Pittsburgh, Ft. Wayne & Chi. (F.). South Chi. & Southern (O. & F.).						
91 91 93 95 96	South Chi. & Southern (O. & F.) South Chicago & Southern (F.) Peoria, Decatur & Evansville Pittsburgh, Cincinnatt, Chi. & St. L. Englewood Connecting (F.)	906,389	4			906,389	17,851 7,043 239,930
97 98 99 100 101	South Chreago & Southern (r.) Peorla, Decatur & Exansville Pittsburgh, Gineinnatt, Chi. & St. L. Englewood Comreting (F.). Quiney, Omaha & Kansas Ofty, Rock Island & Peorla. St. Louis, Alton & Terre Haute Belleville & Carondelet.			75,000	5	75,000	22,027 145,035 133,168 900
102 103 104	Belleville & Eldorado. Belleville & Southern Illinois Chicago, St. Louis & Paducah St. Louis Southern St. Louis & Peoria			25,000	9	25,000	
109 110 111 112	Terminal Railroad Ass'n of St. L St Louis Bridge. Terre Haute & Indianapolis St L. Vandalis & Torre Haute	149,400	6	90,000	3	239,400 577,802	64, 114
114 115 117 120	St. Louis & Peoria. Terminal Railroad Ass'n of St. L. St Louis Bridge Terre Haute & Indianapolis Terre Haute. Toledo, Coria & Western Haute. Toledo, St. Louis & Kansas City Wabash, Chester & Western Wabash, Chester & Western	210, 208				210,238	58,023 37,582
120	Wabash, Chester & Western Total						

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

## Whole Line—Concluded.

tions of ear ending June 30, 1892.     Samplus on Part of Ear of Surplus on June 30, 1892.     Samplus on June 30, 1893.     June 30, 1	24	25	26	27	28	29	30
\$3,250	rom pera- tions of ear ending June 30,	Surplus on June 30, 1892.		tions	Deductions for year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.
	441 16, 261 357 5, 175	\$7,538,930 7,538,930 159,604 299,601 1,487,461 4,786 20,800 10,300 22,041 323,559	19, 400 19, 400 3, 595 13, 552 222, 001 14, 305		\$34,876	\$7,827,501 8,055,496 1,549 166,047 495,655 1,881,126 1,620,629 5,6-6 57,506 12,367 21,684 387,673	\$14,625 19,400 4,036 238,262 19,480 79,679 318,411

<sup>(3)</sup> Carried to profit and loss.

# Table IV.—Earnings and Income in Illinois A.—Earnings from Operation.

	1	2	3	4	5	6	7	8		
		EARN	EARNINGS ARISING FROM PASSENGER SERVICE.							
	NAME OF COMPANY.	Passen- ger Revenue.	Revenue per pas- senger per mile. Cents	Mail.	Express	Total passenger earnings, including miscel- laneous.	Passenger earnings per train mile. Dollars and cents	Proportion to total earnings, 100×Col. 6÷Col. 16		
1 2 5	Atchison, Top. & Santa Fe (1). Chi. Santa Fe & California. Baltimore & Ohio (1)	\$371,947	1.202	\$37,466	\$47,838	\$168,699	.46381	26,35		
6	Baltimore & Ohio & Chicago.	72,919	1.894	10, 188	8,105	92, 195	79960	50.28		
- 9	Belt Railway of Chicago Centralia & Chester Chicago & Alton	4,566 2,011,413	2.075	1,15× 148,765	339 145,509	6,065 2,305,687	i.4iii9	26.49 35.40		
13	Chi., & Calumet Terminal Chicago & Eastern Illinois Chicago & Grand Trunk	607,978 201,729		31,094 5,985	31,512 3,887	686,340 230,333	1.04533 .98724	$\frac{25.18}{48.07}$		
21	Chicago & Northwestern Chicago & Northern Pacific	204,729 1,146,188 151,526	2.094 3.289	92,220	58, 175	1,316,020 1:4,159	1.11915	28.93 13,78		
25 24 25	Chi., Burlington & Northern. Chi., Burlington & Oninev (2).	151,526 12,553 109,399 1,920,684	1,718	3,941 12,646 306,334	480 7,221 181,579 36,500	16,974 130,416 2,448,358	.92287 .75774	13.31 13.72 22.89		
33	Chicago & Grand Trunk. Chicago & Northwestern. Chicago & Northern Paelfic. Chicago & Ohio River. Chicago & Ohio River. Chi. Burlington & Orthern. Chi. Burlington & Orthern. Chi. Rock Island & Paelfic. Chi. Rock Island & Paelfic. Chicago Grant Western. Clev., Cincinnati, Chi. & St. L. Kankakee & Sences.	1,92),684 433,229 1,568,616 241,686 1,142,315 11,347 201,663	2.414 1.880	60,875 71,407 20,025	36,500 108,446		1.22°02 1.35749	$\frac{21.11}{25.54}$		
38	Clev., Cincinnati, Chi. & St. L. Kankakee & Seneca	1,142,315 11.347	2.083 $2.187$ $2.723$	117,616	108,446 16,800 86,586 2,400 15,951	353, 819 1,346,517 15,006	1.07643 1.00308	15.18 29.38 13.66		
40	Kankakee & Seneca Peoria & Eastern. East St. Louis & Carondelet.	201,663	2,479	1,859 25,707	15,951		.97062			
45 44 45	East St. Louis & Carondelet. East St. Louis Connecting El't'e Cy& III.(Mad., III.& St. L) E gin Jojiet & Eastern	6,593 17,439	2.556	112 1,013	6,800	6,705	1.28426 .50228 .32238 .63275	2.71		
48	E gin, Johet & Eastern Fulton Co. Narrow Gauge Gr'nd To'r & Cape Girardeau	6,593 17,432 13,354 5,979 13,863	$\frac{1.990}{2.415}$	3,074 1,858	2,400 279	19, 180 8, 116	.50228	2.76 41.23 14.66		
49	Grand Tower & Carbondale Illinois Central Indiana & Illinois Southern	13,813 3,455,479 11,152	$\frac{2.534}{1.900}$	1,583 250,230 3,240	238 201,074 265	4,030,696	1.01350	10.46 33.63		
62	Indianapolis, Decat'r & West'n Indiana, Illinois & Iowa	74,004	2.706 $2.456$ $2.601$	8,284 4,112	9,638 508	14,657 93,985 13,836	.43838 .64823 1.17106	21.73 37.21 3.23		
64 72	Lake Erie & Western	9,216 52,904 164,035	$\frac{2.518}{2.396}$	7,019 10,928	3,479 11,947	64,230 189,590 287,267	.54649	15.22 $31.21$		
73 74 75	Lake Shore & Mich. South'n. Louisville & Nashville (1) Southeast & St. Louis	218, 203	2,489	50, 122 37, 458	15,012 23,068	287, 267 372, 326		46.29 32.43		
76 77	Louisv., Evansv. & St. L., Con Michigan Central	160,740 219,528	2.736 2.239	13,651 4,417	10, 165 6,675	181,856 230,621	.73703	31.08 37.59		
80 81	Mobile & Ohio (1)	139, 109 23, 598	2.217 1.820	23, 180 1, 022	25,218 796	191,219 25,538	.68152 .95040	21.46 10.82		
83 84 86	Northern Pacific (1)	215,363	2.309 1.953	8,126 90,208	9,846	308,818 777,560	1.60336	31.61 39.33		
84	Pennsylvania Company (1	617, 030 2, 817	2.086	210	54,875 300	3,357	,75361	30.96		
91	Pittsburgh, Ft. W. & Chi South Chicago & Southern. Peoria, Decatur & Evansville	120, 299 22, 108 179, 447	2.018 1.618 9.769	11,966 17,565	9,219 424 14,816	144,637 22,533	.88381	27.35 40.59 29.17		
95 96	Englewood Connecting	88, 191	2.762 2.168	16, 218	8,615	211,828 115,837		23.65		
98	Rock Island & Peoria	127, 970	2,563	10, 111	6,000	145,662	1.12122	21.33		

<sup>(1)</sup> Inserted to show relation of following subsidiary lines,

<sup>(2)</sup> Estimated for State of Illinois.

# for year ending June 30, 1893.

## A.-Earnings from Operation.

9	10	11	12	13	14	15	16	17	18	
EARNING		SING FROM ERVICE.			EAR	HER NINGS.	SUMMARY	OF EAR	NINGS.	
Freight Revenue.	Revenue per ton per mile, Cents	Total freight earnings, including stock yards, elevators and miscellaneous	Freight earnings per train mile. Dollars and cents	Proportion to total earnings, 100×Col. 11+Col. 16	Balance of car mile- age and switching charges		from operation. Cols. 6+11 +14+15.	Total earnings per train mile.	on to tota . 100×Col	
\$1,286,696 90,785 79,484 16,746	.403	\$1,290,954 91,161 828,814 16,835		72.56 49.72 100.00 73.51	\$8,531	\$10,813 55,523 1,500 9,776 3,339 14,155 1,02,288 14,25 143,25 143,25 143,25 143,25 144,25 145,25 146,00 147,91 16,07 17,919 26,706 9,227 651,634	\$1,778,997 183,356 828,814 22,900	\$0,48502 .27671	100.00 100.00 100.00 100.00	1 2 5 6 7 8
4, 171, 302 1, 982, 156 245, 500 3, 212, 489	.950 .589 .655 .657	4, 171, 302 2, 028, 921 245, 500 3, 217, 816	2.11 1.17 1.38	64.05 74.43 51.23 70.75	143, 429 803	35,523 1,590 9,776 3,330 14,155 1,092,268	\$1,778,907  183,356 528,814 92,900 6,512,512 145,019 477-163 4,547,916 1,363,390 1,363	1,45755 1,18105 .84647 .95537	95.78 100.00 83.10 85.51 95.41 100.00	9 12 13
75,871 530,812 5,718,191 1,463,681 4,090,580 1,228,218	1.793 .614 1.026 1.018 .825	75,871 661,227 5,724,531 1,473,071 4,090,580 1,228,218	1.38 1.52 1.58 1.65 1.49	80,44 82,94 68,11 71,77 66,59 76,55	109,371	1,470 5,699 120,206 17,212 148,285 9,241	94,316 797,342 8,398,466 2,052,216 6,142,151 1,591,308	1.14763 1.09384 1.39260 1.14006 1.06088 .99469	100.00 100.00 95.41 99.64 97.32 100.60	25
2,474,779 08,469 408,623 222,845	.701 .727 .666	2,474,779 58,469 408,623 150,312 222,845	1.41 1.26 1.27	63.63 70.41 62.61	94,718	66,001 8,970 744 16,074 17,949	3,887,300 83,045 652,688 110,792 150,312 247,499	1.01130 1.31259 .95105	97.32 100.60 99.79 100.00 100.00 100.00	40
861,146 27,314 47,218 124,802 7,238,244 44,602	1.156 .877 1.511 .777 2.925	7,314 47,218 124,802 7,304,941 44,602	1.62 .72 1.26 2.30 1.28 1.32	94.20 58.77 85.31 82.61 60.94 75.27		9,227 651,634	913,099 46,524 55,334 149,693 11,987,271 59,259	1.11698 .80151 .87128 1.84299 .90327 .78763	100.00 100.00 94.87 100.00 88.78 100.00 100.00	46 48 49 50 61 62
157,907 412,888 357,511 3<7,931 286,150	.745 .684 1.000 .737 .786	158, 480 412, 927 357, 425 387, 931 330, 477	1,63 1,63 1,28 1,55 4,08	62,79 96,52 84,72 64,34 53,25	1,062 8,969	227 15,2†2 2,832	252, 465 427, 824 421, 882 602, 732 620, 576	.81358 .89646 .89039 1.03540 .46310	100.00 100.00 100.00 99.24	63 64 72 73 74 75
770, 462 402, 897 382, 780 696, 299	.861	402,897	1.61	67.74	3,533	3,478	591,705	,97428	98.3I	76 77 79 80
652,036 1,195,882 7,487	1.473	210, 179 658, 712 1, 195, 882	3, 20 2, 45 1,54	88.91 67.42 60.67	6, 192	331 3,169	976,921 1,973,442	.74406 .44365 2.03091 1.00317 .59357	99.87	81 83 84
7, 487 302, 879 32, 815 480, 219 277, 306	671	7,487 302,879 32,815 480,219 277,306	1.67 3.36 1.60 1.38	57.28 59.16 66.12 56.66	100 31,331 88,542	331 3,169 81,231 35 2,865 7,927 4,564 1,566	10,845 528,747 55,484 726,246 489,614	1.29109 1.57364 1.13032 1.22121 1.44721		88 90 91 93
535, 495		535, 495	2.17	78.43		4,564 1,566	4,564 682,720	1,44721	99.92 100.00 98.31	96 98

# Table IV.—Earnings and Income in Illinois

A .- Earnings from Operation.

	1	2	3	4	5	6	7	8
		EARN	NINGS	ARISING	<b>гвом</b> Ра	SSENGER S	ERVICE	i.
	Name of Company.	Passen- ger Revenue.	Revenue per pas- senger per mile.	Mail.	Express	Total passenger earnings, including miscel- laneous.	Passenger earnings per train mile. Dollars and cents	Proportion to total earning 100×Col. 6÷Col. 16
106 108 109 111 113 114	ferminal R. R. Ass'n of St. L. Terre Haute & Indianapolis Terre Haute & Peoria Toledo, Peoria & Western Toledo, St. L. & Kansas City Wabash (2) Wabash, Chester & Western.	189,578 456,783 101,748 273,416 87,089 1,186,211	2,465 8.601 2.283 2.483 1.929 2.009 2.833	\$27, 153 6, 282 12, 500 195, 733 13, 247 27, 956 13, 745 134, 902 4, 617 \$1,959, 162	3,600 28,496 48,425 7,825 30,000 15,000 126,979 1,363	50,273 230,574 701,738 123,090 341,934 118,484 1,471,544 33,529	.92964 1.06602 .61246 .91870 .66082	21.17 34.19 28.47 36.16 29.49 34.59 18.23 31.04 35.48

<sup>(2)</sup> Estimated for State of Illinois.

# for year ending June 30, 1893—Continued.

## A .- Earnings from Operation.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					HER NINGS.	SUMMARY OF EARNINGS.				
Freight Revenue.	Revenue per ton per mile. Cents	Total freight earnings, including stock yards, ele- vators and mis- cellaneous	Freight earnings per train mile. Dollars and cents	Proportion to total earnings, 100×Col. 11÷Col. 16	Balance of car mile- age and switching charges	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16÷Col. 24	
\$1, 215, 058 93, 770 29, 439 531, 729 1, 232, 646 294, 277 586, 029 531, 639 3, 205, 863 60, 963 \$51, 701, 009	1,218 1,914 10,087 ,831 1,422 ,462 ,683 2,309	93,770 29,439 531,729 1,232,616 294,277 587,474 531,639 3,268,605 60,963	1.27 3.35 1.38 1.21 1.28 1.27 1.39	63,76 99,43 65,67 63,01 70,51 59,62 91,77 68,96 64,52	\$7,837 169 42,184 3,004	3,017 5,175 2,872 56,225	417,368 985,633 650,123 4,740,149 94,492	.51742 1.95942 1.01437 1.16403 .81619 .90814 1.00001	100,00 100,00 88,88 100,00 100,00 95,42 100,00 96,48 100,00	108 109 111 113 114 115 117

# Table IV.—Earnings and Income in Illinois for year ending June 30, 1893.—Continued.

B .- Income from Property Owned but not Operated.

		19	20	21	22	23	24	
		INCOM						
	NAME OF COMPANY.	Sour	CE OF IN	COME.	Tota proj Cols	Pro inc	Total	
		Stocks.	Bonds.	Miscel- laneous, includi'g rents.	Total income from property described. Cols. 19+20+21	Proportion to total income. 100×Col. 22÷Col. 24	earnings and in- come. Cols. 16+22	
1 2 5 6 7 8 9	Atch., Topeka & Santa Fe (1). Chi., Santa Fe & California. Baltimore & Ohio (1). Baltimore & Ohio (1). Baltimore & Ohio (2). Baltimore & Ohio (3). Baltimore & Ohio (3). Bell Ealiway of Chicago & Chicago & Alton Jollet & Chicago . Mississippi River Bridge., Chicago & Calumet Terminal. Chicago & Calumet Terminal. Chicago & Western Indiana Evansville, Perre Haute & C. Chicago & Grand Trunk Grank Trunk Junction. Chicago & Indiana State Line Licago & Northern Pacific. Blicago & Northern Pacific. Dhicago & Northern Quincy (3). Chicago & Northern Quincy (3). Chicago & Northern Quincy (4). Chicago & Lowa (2). Chicago & Northern Guiney (4). Chicago & Lowa (2). Chicago & Lowa (2). Galesburg & Rio Hillinois Valley & Northern							1
5	Baltimore & Ohio di						\$1,778,997	
6	Baltimore & Ohio & Chi						183,356	
7	Belt Railway of Chicago						828,814	
8	Chiesgo & Alton		6000 000				828,814 22,900 6,799,329	
10	Joliet & Chicago	\$46,532	\$233,920	\$6,365	\$286,817	100 00	6,799,329	1
11	Mississippi River Bridge			34,699	31 649	100.00	105,750 34,699	11
12	Chicago & Calumet Terminal.						145,019 2,785,218 1,070,362	î
13 14	Chienge & Eastern Illinois	55,800	2,559	1,019	59,378	2.13	2,785,218	13
15	Evansville Terre Haute & C			1,070,362	1,070,362	100.00	1,070,362	1
17	Chicago & Grand Trunk			97 168	97 468	16 90	576 691	13
18	Grank Trunk Junction			186,582	186,582	100.00	186,582	î
20	Chicago & Indiana State Line			13, 185	13,185	,00,00	1,070,362 75,000 576,631 186,582 13,185 5,319,102 1,434,335 94,316 797,342 8,765,161	2
92	Chicago & Northwestern	727,710		43,401	771,111	14.49	5,319,102	2
22 23 24 25 26 27 28	Chicago & Ohio River			65,956	65,950	4.59	1,434,335	22
24	Chi., Burlington & Northern.						797.343	2
25	Chi., Burlington & Quincy (2).	235, 426	84,127	47,142	366,695	4.59	8,765,161	2
20	Galesburg & Rio			179,378	179,373	100,00	179,373	20
28	Illinois Valley & Northern			16,554	16,554	100.00	16,554	28
30	Quincy, Alton & St. Louis			42,000	49 000	100,00	78, 976 42, 000	30
31	St. L., Rock Island & Chi			226,038	226,038	100.00	226, 038	3
32	Chi., Milwaukee & St. Paul		3,957	3,371	7,328	.36	2,059,544	3
33	Peorin & Busson Valler	34,699	110,858	23,716	169,273	2.68	6,311,424	3
35	Chicago Great Western			125,000	125,000	100.00	125,000	3
38	Cleveland, Cin., Chi, & St. L.,	5.248		2.835	8 083	21	3 895 383	3
39	hankakee & Seneca			2,000			83,045	3
40 42	Fret St Louis & Commendate						652,688	41
43	East St. Louis Connecting			75	75		110,867	4:
44	Elec. City & Ill. M., I & St. L.)						217 499	4.
45	Elgin, Joliet & Eastern						913,096	1
46	Gr'd Tow'r & Capa Girarday						46,524	46
49	Grand Tower & Carbondale			2,991	2,991	5,13	58, 325	48
50	Illinois Central	229, 954	1.112.610	172, 531	1.515.095	11 22	13 502 366	50
61	Indiana & Lilinois Southern						59, 259	61
62	Indiana Illinois & Lorge						252, 465	62
64	Iowa Central			40	40		427,801	65
72	Lake brie & Western						38, 325 149, 693 13, 502, 366 59, 259 252, 465 427, 864 421, 882 602, 732 625, 363	72
73	Lake Shore & Mich, Southern	3,871	388	528	4,787	.76	625,363	73
71	Louisville & Nachvilla A							
75	Southeast & St. Louis						1 149 010	75
76	Louisv., Evansv. & St. L., Con.			8,556	8,556	1.42	1,148,010 603,321	76
77	Michigan Central	11,770	90		11,860	1.69	625, 260	77
78 79	Mobile & Object			14	14	100.00	14	78
80	obii, Burlington & Northern, Chicago & Iowa Chicago Great Western Cleveland, Cin. Chi. & Rock Chi. Abok Island & Pacific Peoria & Bureau Valley Chicago Great Western Cleveland, Cin. Chi. & St. L. Annkakee & Seneca. Peoria & Eastern East St. Louis & Carondelet. East St. Louis Connecting Elec. City & Il. M., I. & St. L.) Elgin, Joliet & Eastern Fulton County Narrow Gauge Grd Tow'r & Cape Girardeau Crand Tower & Carbondale. Illinois Central Indiana & Illinois Sou hern Indiana, Plinois Sou hern Indiana, Plinois West'in Indiana & Illinois Nou hern Indiana, Illinois Sou hern Indiana, Chicago Chi						000 000	79
	LT			********			830.877	80

<sup>(1)</sup> Inserted to show relation of following subsidiary lines. (2) Estimated for State of Illinois.

# Table IV.—Earnings and Income in Illinois for year ending June 30, 1893.—Concluded.

B .- Income from Property Owned but not Operated.

		19	20	21	22	23	24
		INCOME	E FROM	PROPER			
	NAME OF COMPANY.	Sour	CE OF IN	COME.	Tota prop Cols	Pror	Total earnings
		Stocks.	Bonds.	Miscel- laneous, includi'g rents.	Total income from prop'rty describ'd. Cols. 19+20+21	n to total 100×Col.	and in- come. Cois. 16+22
81 82	New York, Chicago & St. L Chicago & State Line			\$307 100	\$307 100	100.00	\$236,354 100 82 83
83 84 86 87	New York, Chicago & St. L. Chicago & State Line Northern Pacific(!). Wisconsin Central Lines Ohio & Mississippi. Pawuee.						976,921 84 1,974,442 86 10,845 87
88 90 90	Penns Ivania Co.(1)		\$1,03	131,109	132,143	100.00	528,747 90 132,143 90
91 91 93	S. Chi. & Southern (O. & F.) South Chi. & Southern (F.) Peoria, Decatur & Evansville. Pittsburgh, Cin., Chi. & St. L. Englewood Connecting (F.) Eng ewood Connecting (F.) Rock Island & Peoria. St. L., Alton & Terre Haute. Belleville & Carondelet. Rolleville & Eldorado		16	24, 201 2, 005	24,201 2,005 334	100.00	24,26, 91 728,251 93 489,946 95
95 96 96 98	Englewood Connec. (U. & F.) Englewood Connecting (F.).  Book Island & Peoria	280	16	442	412 11,800	100.00	4,561 96 442 96 694,520 98
99 100	St. L., Alton & Terre Haute Belleville & Carondelet Belleville & Eldorado		350,520	136,776 30,00 19,308	487, 296 30, 000 19, 308	23.13 $100.00$ $100.00$	2,106,821 99 30,006 100 19,3 8 101
102 103 104	Belleville & Southern Ill Chicago, St. L. & Paducah St. Louis Southern Carb'ndale & Shawn eto'n St. Louis, Chicago & St. Paul.			229,603 72,740 80,196	229,608 72,740 80,196	100.00 100.00 100.00	229,603 10; 72,740 10; 80,196 10; 10,000 10;
105 106 108 109	St. Louis, Chicago & St. Paul. St. Louis & Peoria			101.365	101,36	11.12	147,060 100 29,608 100 911,027 100
111 112 114	Terre Haute & Indianapolis. St. L., Vandaha & Terre H. Toledo, Peoria & Western			585,679 47,304	585,679 47,30	100.00	1,940,260 11 585,679 113 1,032,937 11 650,123 11
$\frac{115}{117}$	Wabash (2)	82,439	75	89,830	173,029	3.52	4,913,178 11 94,492 12
	Totals	\$1,433,806	\$1,900,83	84, 202, 242	\$7,121,50	8,30	\$85,823,152

<sup>(</sup>t) Inserted to show relation of following subsidiary lines. (2) Estimated for State of Illinois.

## Table V.—Expend-

#### A .- Operating Expenses.

	1	2	3	4	5	6	7	8	9
_				1	l	EXPEN	DITURI	E ASS	IGN-
	,		ENANCE STRUC			F	NTENAN QUIPMI	ENT.	,
	Name of Company.	Amount.	Proportion to total operating expenses, 100×Col. 2÷Col. 18	Proper Passenger service	ortion ned to Service	Amount.	Propo tion to total operating expenses. 100×Coi. 6÷Col. 18	Proper Passenger service	rtion ned to Freight service
1 2 5 5 6 6 7 8 9 9 12 2 13 17 12 2 2 2 3 3 3 3 5 5 5 8 2 4 4 4 4 5 5 0 6 1 6 6 2 6 4 6 7 7 7 7 7 7 7 9	Atchison, Topeka & Santa Fe(!) Chicago, Santa Fe & Cal. Baltimore & Ohio (!) Baltimore & Ohio & Chicago Belt Railway of Chicago Centralia & Chester Chicago & Alton Chicago & Caiumet Terminal Chicago & Caiumet Terminal Chicago & Caiumet Terminal Chicago & Grand Trunk Chicago & Fastern Illinois Chicago & Northern Pacific Chicago & Northern Pacific Chicago & Northern Pacific Chicago & Worthern Pacific Chicago & Hillinois Chicago & Hillinois Chicago & Chicago & St. Panl Chicago & Chicago & Chicago Chicago & Chicago & Chicago Chicago & Chicago Chicago & Chicago Chicago Chicago & Chicago Chicago Chicago Cheat Western Cleveland & Chicago Cleveland & Chicago Chicago Cheat Western Cleveland & Chicago Chicago Cheat Western Last St. Louis & Carondelet East St. Louis & Carondelet East St. Louis Connecting Electric C. & Ill. (M., I. & St. L.) Elgin, Joliet & Eastern Fulton County Narrow Gauge Gr. Tower & Cape Girardeau Grand Tower & Carbondale Illinois Central. Indiana & Illinois Southern Indiana & Illinois Southern Lake Shore & Mich Southern Lake Shore & Mich Southern Lake Shore & Mich Southern Louisville & Nashville (!) St. Louis & Cairo New York Chicago & St. L. Northern Pacific (!) Wisconsin Central Linos Ohio & Mississippi.	\$218, 422 21, 799 87, 601 4, 586 805, 222 10, 108 251, 913 361, 985 613, 895 63, 183 23, 235 77, 316 1, 180, 255 522, 141 172, 253 56, 223 36, 233 24, 866 25, 093 28, 860 86, 564 28, 102, 988 86, 564 36, 163 36, 1	12, 92 92 12 12 69 69 18 18 18 18 18 18 18 18 18 18 18 18 18	\$2, 27 \$9,000 \$90,000 \$10,007 \$40,0	80.43 .66.35 64.60 69.40 55.43 75.00 56.24 100.00 97.27 66.69 71.05 69.01 59.00 70.00 40.11 55.41 70.38 63.81 .62.68 49.55 65.58	\$195, 617 29, 494 93, 712 6, 896 690, 451 18, 446 487, 4106 487, 4106 472, 087 22, 414 472, 087 23, 416 487, 417 487, 417 487, 417 487, 418 487, 418 487, 418 487, 418 487, 418 487, 418 487, 418 487, 766 5, 423 77, 088 1, 243, 481 6, 213 23, 633 24, 559 23, 674 45, 363 24, 559 25, 674 25, 675 26, 672 27, 481 28, 673 28, 673 29, 455 45, 363 212, 445 365 213, 455 213, 45	11, 55 17, 12, 12, 8, 66 18, 18, 19, 19, 19, 19, 19, 19, 19, 19, 19, 19	23.14 30.00 30.38 30.38 21.31 40.88 87.39 20.55 87.39 26.67 33.82 26.67 22.62 26.23 29.41 29.41 29.45 20.55 33.82 33.82 33.82 34.82 35.82 35.82 36.83	59.12 79.45 12.61 70.73 80.43 53.11 69.20 73.33 80.08 66.18 80.08 67.74 100.00 97.18 97.38 79.39 70.39 88.17 70.55 80.53 69.03 93.77 79.04 67.74 69.74 69.74 69.74 69.74
80 81 83 84 86	New York, Chicago & St. L Northern Pacific (1) Wisconsin Central Lines Ohio & Mississippi	144,069 27,510 72,921 292,543	14.35 11.27 22.41	31.31 47.63	68,69 52, 7	23,047 70,523 190,100	12.02 10.89 14.56	9.13 27.11 31.65	72,89 05,35
87 88 90 91 93 95	Pennsylvania Co. (1)	145,820 4,958 93,805	11.49 15.55 23.37 11.57	39, 61 72, 09 45, 62 33, 06	60,39 27,91 54,38 66,94	260, 819 2, 746 72, 653 69, 123	8.61 17.91 9.13	38.27 21.37 19.98	75.64 61.73 78.63 80.02
98 99 108		101,306 212,578 5,707	25.08	37.39 25.00	69 61	55 790	17.83	15.65 18.92	81.08

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

<sup>(2)</sup> Estimated for State of Illinois.

## itures in Illinois.

#### A .- Operating Expenses.

10	11	12	13	14	15	16	17	18	19	20	21	_
ABLE TO	OPER	ATIO	N.		•			SUMMAF ING	Y OF EXPE	OPE	RAT-	
Conduc	TATION	•		GENI	ERAL EX		_			ortion ned to	Proportion expenses income	
	Prope oper ses Col.	assign	ortion ned to		Prope oper ses. Col.	assig	ortion ned to	Total op- erating expenses.				
Amount.	Proportion to total operating expenses 100×Col. 10÷Col. 18	Passenger s rvice	Freight service	Amount.	Proportion to total operating expenses, 100×Col. 14÷Col. 18	Passenger service	Freight service	Cols. 2+6+ 10+14.	Passenger service	Freight service	of operating to operating	
\$575,772	33,91	30.18	69.82	\$704,385	41.62	33.01	66.99	\$1,694,196	30.31	69.19	95.23	1 2
116, 522 37, 114 37, 114 1, 974, 876 1, 974, 876 1, 776, 119 1, 673, 119 1, 673, 119 1, 673, 119 256, 182 256, 182 2, 857, 1198 2, 2, 2, 44 2, 2, 457, 1198 2, 2, 457, 1198 2, 2, 457, 1198 2, 2, 457, 1198 2, 2, 457, 1198 3, 407, 1198 4,	61.64 61.32 30.00 51.74 65.55 54.79 59.63 56.53 72.78 45.37 54.25 51.96 50.51 58.77 48.11 57.13 31.61 44.59 59.61 44.59 59.61 46.16 50.55 52.36	30.00 35.30 27.85.33 36.33 32.08 65.40 23.522 19.57 35.25 21.04 32.97 38.64 33.33 35.83 35.83 17.57 33.95 21.70 41.21 25.82	64.70 100.00 72.15 63.67 67.92 34.60 76.48 80.43 74.93 64.75 78.96 62.59 67.03 61.36	5,223 546,699 12,304 149,005	14.32 10.38 8.69 11.76 6.78 7.19 8.77 19.55 9.91 9.32 13.05 27.74	30, 00 00 43, 75 42, 63 50, 34 45, 55, 29 40, 17 42, 63 35, 39 40, 17 41 43, 65 33, 33 43, 37 7, 41 43, 65 30, 80 43, 48, 48, 48, 48, 48, 48, 48, 48, 48, 48	70,000 56,25 100,000 49,66 55,26 44,71 49,66 58,43 80,43 74,55 68,68 80,43 74,55 59,83 74,55 66,67 66,67 66,67 67,07 67,	171, 683, 832, 2181 171, 683, 872, 2181 1714, 682, 873, 874, 874, 874, 874, 874, 874, 874, 874	29.55 39.18 36.37 66.82 24.54 19.57	63, 29 100, 00 70, 45 60, 82 63, 63 33, 18 75, 46 80, 43 71, 00 65, 36 77, 27 72, 26 60, 64 100, 00 97, 27, 65 68, 94 66, 95 81, 62 81, 63	98, 62 70, 33 100, 00 58, 62, 90 76, 78 65, 08 60, 29 60, 79 63, 32 61, 56 84, 19 73, 33 81, 99 82, 06 63, 94 111, 80 70, 79 66, 66 84, 19 71, 80 71,	2 5 6 7 8 9 12 117 21 122 3 24 4 25 2 2 3 3 3 5 8 8 9 9 4 0 2 4 4 4 4 5 6 6 6 6 6 6 6 6 6 6 7 7 3
338, 43× 211,503 231,371	48.21	24.65 30.52 34.42	75.35 69.48 65.58	103,393 37,902 44,436	14 74	37.59 48.45 31.42	62.41 51.55 65.58	701,983 402,910 446,059	28.17 37.67 34.42	71.83 62.33 65.58	61.15 68 55 72.72	74 75 76 77
331,029 116,670	53.52 60.85	23.17 8,44	76.83 91.56	73,315 24,508	13.47 12.78	31.90 14.98	68.10 85.02	618 459 191,735	25.23 10.86	74.77 89.14	69.42 81.23	79 80 81
402,338 644,568 3,404	62 16 49.38 23.61	21.89 43.59 76.39	78.11 56.41 40.41	101,487 178,157 2,540	15.68 13.65 23.61	30,29 51,49 76,39	69.71 48.51 30.20	647,269 1,305,368 8,295	24.84 44.27 23.61	75 16 55.73 76.39	66.26 66.11	83 84 86 87
842, 340 23, 407 195, 784 555, 514 1, 100 195, 497 470, 869 6, 963	66, 42 74, 06 48, 28 73, 37 48, 44 49, 25 35, 35	52.25 22.96 23.23	74.98 47.75 77.04 76.77 100.00 77.59 77.59 100.00	19,725 764 43,284 44.860 7 51,051 98.013 4,077	1,50 1,78 10,44 5,91 12,68 10,68 20,70	22.21 69.37 40.72 53.10 36.81 27.34	77.79 30.63 59.28 46.90 100.00 63.19 72.66 100.00	1, 268, 204 31, 873 405, 526 757, 101 2, 529 403, 576 952, 880	26.52 29.81 54.56 25.97 27.03 22.79	73.48 70.19 45.44 74.03 100.00 72.97 77.21 100.00	239.85 57.45 154.63 53.40 59.11 59.02	88 90 91 93 85 96 98 99 108

## Table V.—Expenditures

#### A.—Operating Expenses.

1	2	3	4	5	6	7	8	9
					EXPEN	DITURI	E ASS	IGN-
	MAINT	STRUC	TURES	<b>.</b>	MAINTENANCE OF EQUIPMENT.			
NAME OF COMPANY.		Prop oper ses. Col.	Prope	ortion ned to		Propor opera ses. Col. 18	Propo	ortion ned to
	Amount.	roportion to total operating expenses. 100×Col. 2÷Col. 18	Proper Passenger service	Freight service	Amount.	Is. Land	Passenger service	Freight service
100 Terminal R. R. Assn. of St. L. 111 Terre Haute & Indianapolis 113 Terre Haute & Peoria 114 Toledo, P. oria & Western 115 Toledo, St. L. & Kansas City 117 Wabash (*) 120 Wabash, Chester & Western	\$63,432 251,607 91,150 177,593 74,946 694,123 33,487	18,47 25,41 23,99 14,21 19,27	44, 12 32, 84 39, 78 25, 63 33, 63	55.88 67.16 60.22 74.37 66.37	\$61,437 239,159 55,907 80,184 69,162 674,694 5,752	17.55 15.58 10.56 13.14 18.72	26.94	74.84
Totals	\$9,874,037	17,88	36,43	63.57	\$8,632,799	15.63	26.90	73.10

<sup>(2)</sup> Estimated for State of Illinois.

## in Illinois.—Continued.

#### A .- Operating Expenses.

10	11	12	13	14	15	16	17	18	19	20	21	
ABLE TO	OPERA	TION	٧.					SUMMAR ING		OPEI		
CONDUCTING TRANSPORTATION.			OR-	GENE	NEBAL EXPENSES.				Proportion assigned to		Proportion expenses income	
	Proporti operati ses. 1st Col. 10.	assig	ortion ned to		Propoper ses.	assign	ortion ned to	Total on-				
Amount.	on to ng ex XCo	rvice.				Passenger service	Freight service	Cols. 2+6+ 10+14.	Passenger service	Freight service	of operati	
BOH 440	<u>: 구무표</u>	:		A3# 100	- T-7 2	: .		100 550	10.00		- F. F.	
\$251, 153 756, 261 168, 629 346, 551 296, 615 1, 985, 806 24, 604	55.51 47.01 46.81 56.36 55.12	21 10 27.77 17.65 24.69	75.31	115, 431 43, 065 136, 079 85, 507 247, 912	8.47 12.00 18.64 16.26 6.89	39.53 33.35 39.25 23.02 46.19	66,65 60,75 76,98 53,81	740,407 526,230	31.33 30.89 32,48 19.90 28.39	68.67 69.11 67.52 80.10 71.61	46.17 1 70.22 1 86.00 1 75.12 80.94 76.00 1 73.53	
\$30, 261, 891				\$6,442,035							70.15	

## Table V.—General Expenditures in Illinois—Continued.

B.-Fixed Charges.

	22	23	24	25	26	
Name of Company	EXPENDIT	JRE ASSIG	NABLE TO	FIXED C	HARGES.	
NAME OF COMPANY.	Amount		Design	ation.		
	Cols. 23+ 24+25+26.	Interest.	Rents.	Taxes.	Miscel- laneous.	
Atchison, Topeka & Santa Fe (1) Chicago, Santa Fe & California Baltimore & Ohio (1)	\$838,127	\$528, 480  15, 486  16, 488  33, 261  681, 431  681, 431  681, 431  681, 672  78, 092  78, 723  186, 582  16, 007  861, 366  1, 302, 676  4, 794  214, 200  1, 47, 94  214, 200  1, 76, 100  20, 176, 100  177, 170  178, 180  181, 180  183, 180  284, 180  284, 180  285, 517  38, 580  285, 517  38, 580  290  21, 31, 320  20, 320  20,		\$99,436	\$210,211	
Baltimore & Ohio (1) Baltimore & Ohio & Chicago	54,441	15,486		20,601	18,354	
Baltimore & Ohio & Chicago.  Belt Railway of Chicago.  Unicago & Alton  Joliet & Chicago.  Mississippi River Bridge.  Chicago & Calumet Terminal.  Chicago & Calumet Terminal.  Chicago & Castern Illinois.  Chicago & Western Indiana.  Evansville, Torre Haute & Chi.  Chicago & Grand Trunk.  Grand Trunk Junction.  Chicago & Indiana State Line.  Chicago & Northern Pacific.  Chicago & Northern Pacific.  Chicago, Burlington & Northern.  Chicago, Burlington & Option (9).  Chicago & Burlington & Quincy (9).  Chicago & Burlington & Quincy (9).  Chicago & Indiana Chicago.	183,696 915,918	601 488	134,873	48,000 208 680		
10 Joliet & Chicago	750				750	1
12 Chicago & Calumet Terminal	41,551	33,264		8,287	15,974	
13 Chicago & Eastern Illinois	916,897 761,900	681,454 626,072	141,031	94, 412	125.828	
15 Evansville, Torre Haute & Chi	75,000	75,000	100 500	70 001	4 546	
18 Grand Trunk Junction	186,582	186,582	100,002	70,091	4,040	
20 Chicago & Indiana State Line 21 Chicago & Northwestern	28,676 1,135,976	16,007 861,366		3,974 $246,782$	8,635 27,828	
22 Chicago & Northern Pacific	1,343,202	1,302,676		40,526		
24 Chicago, Burlington & Northern.	245, 233	214, 200		24,071	6,962	
25 Chicago, Burlington & Quincy (2). Chicago & Iowa	2,229,971 179,373	1,611,031 160.000	85,079	367,776 19.373	166,085	
Gatesburg & Rio	16,554	14,628		1,926		
chicago a towa Tilnois Valley & Northern Quincy, Alton & St. Louis St. Louis, Rock Island & Chicago 2 Chicago, Milwankee & St. Paul Chicago, Rock Island & Pacific	42,000	42,000		9,104		
31 St. Louis, Rock Island & Chicago 32 Chicago Milwankee & St. Paul	226, 038 542 035	175,000 425,201		51,038 116.834		
33 Chicago, Rock Island & Pacific	301, 247		125,000	176, 247	1 022	
Peoria & Bureau Valley	76,918			30,046	46,872	
38 Cleveland, Cincinnati, Chi. & St. L.	796,687 51,547	657, 188 39, 000		132,807	1,277 46,872 6,692 33,054 16,210 42 171,285 2,730 137	
Peoria & Eastern	223, 339	157,170		33, 115	33,054	
43 East St. Louis & Carondelet	51,849	24,465		27,384	10,210	
44 Electric City & Ill. (M., Ill. & St. L.)	90,456	84,100 258,517		6,356		
88 Cleveland, Cincinnati, Chi. & St. L. S. Kankakee & Seneca.  90 Peorla & Eastern.  42 East St. Louis & Carondelet.  43 East St. Louis Connecting.  44 Electric City & Ill. (M., Ill. & St. L.)  45 Elgin Jo de & Eastern.  46 Elgin Jo de & Eastern.  48 Grand Tower & Cape Girardeau.  49 Grand Tower & Carbondale  50 Illinois Central.	35,648	33,880		1,768		
48 Grand Tower & Cape Girardeau. 49 Grand Tower & Carbondale	20, 138 25, 024	18,375 22,500		1,763 2,482	42	
50 Illinois Central	1,788,407	909, 434		707,688	171,285	
50 Illinois Central 51 Blue Island 52 Chicago, Ha ana & Western 58 Rantoul	5,000 125,000	125,000				
59   South Chicago	10,000	10,000				
61 Ingiana & Illinois Southern	4.372	481 66 140		3,891	9 730	
62 Indianapolis, Decatur & Western. 63 Indiana, Illinois & Iowa	40,062	29,375		10,550	137	
72 Lake Erie & Western	89,660 96,171 142,765	59,964 73,130	15,177	23,041		
73 Lake Shore & Michigan Southern	142,765	33,521	6,044	103, 200		
75 Southeast & St. Louis	301,816 277,306 104,269 57,000	260,190			41,626	
76 Loui-ville, Evansville & St.L.,Con 77 Michigan Central.	277,306 104,269	210,375 14,831	37,257 57,356	29,674 32,079		
78 Johet & Northern Indiana	57,000					1
68 Indiana, Illinois & Iowa 64 Iowa Central, 72 Lake Erie & Western, 73 Lake Shore & Michig in Southern 74 Louisville & Xashville (†). 75 South-east & St. Louis, 76 Loui-ville, Evansville & St.L.,Con 77 Michigan Central, 79 Mobile & Ohio (†) 70 St. Louis & Caliro	219,342 55,086		18,093 49	31,156 24,151	10,093 2,700	
83 Northern Pacific (1)	605 799	630,335	585 096	20 086	541	
86 Ohio & Mississippi	723,836	630,335		93,501		

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.
(2) Estimated for State of Illinois.

Table V.—General Expenditures in Illinois—Continued.

B .- Fixed Charges.

							_	
		22	23	24	25	26		
	NAME OF COMPANY.	EXPENDITURE ASSIGNABLE TO FIXED CHARGES.						
	NAME OF COMPANY.	Amount Cols. 23+		Design	ation.			
		24+25+26.	Interest.	Rents.	Taxes.	Miscel- laneous.		
87	Pawnee Pennsylvania Co (¹)	\$212			\$212		87 88	
88 89 90 90	Pennsylvania (50 %). Calumet River & Chi. (0. & F.) Pittsburgh, Ft. W. & Chi. (0. & F.) Pittsburgh, Ft. W. & Chieago (F.) South Chi. & Southern (0. & F.)	3 250	\$3,250 30,171	\$115,231	102.079	\$863	89 90 90	
91 91 93	South Chi. & Southern (O. & F.) South Chicago & Southern (F.). Peoria. Decatur & Evansville	23,609 6,359 307,179	6,350 246,322	20,601	30,150	6,730	91 91 93	
$\frac{95}{96} \\ \frac{98}{98}$	Pittsburgh, Cincinnati, Chi.& St L Englewood Connecting (O. & F.) Rock Island & Peoria	158,675 2,477 70,909	42,000		2,477 28,909		95 96 98	
99 100 101	St. Louis, Alton & Terre Haute  Belleville & Carondelet  Belleville & Eldorado	1,017,776 29,100 35,569	99, 100				99 100 101	
$\frac{102}{104}$	Belleville & Southern Illinois Chicago, St. Louis & Paducah St. Louis Southern	90,807 70,773 57,553	80,800 70,000 47,300	10,000	564	10,007 773 253	102 103 104	
109	St. Louis & Peoria Terminal Railroad Ass'n of St. L	10,000 15,085 467,606			36,542		108 108 109	
111 112 114 115	St. L., Vandalia & Terre Haute Toledo, Peoria & We tern	406, 487 234, 505 191, 693	197,950		36,555	32,340		
117 120		1,298,114 29,335	949, 468			14,026	117	
	Total	\$21,986,849	\$14,593,563	\$2,702,581	\$3,656,467	\$1,034,238		

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.
(2) Estimated for State of Illinois.

## Table V.—General Expenditures in Illinois—Continued.

C .- Summary of Operating Expenses and Fixed Charges.

	27	28	29	30	31	32	33	34	
						CTIONS			
NAME OF COMPANY.	Total of operating expenses and fixed charges. Col. 18+22.	n assignable ion. 100×Col.	Proportion assignable to fixed charge. 100× Col. 22÷Col. 27	Cost of carrying one passenger one mile.	Cost of running passen- ger train one mile. Dollars and cents	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile. Lollars and cents	Av. cost per train mile of all trains earning reve nue. / ollars and cents	
1 Atchison, Topeka & Santa Fe (1) 2 Chicago, Sarta Fe & Cal 5 Baltimore & Ohio (1)	\$2,532,323	66.90	33.10	1.687	516	367	.661	.614	1 2
		75.92	21.08	1 493		368		064	5 6 7 8 9
8 Centralia & Chester	23,861	100.00				.550	.927		8
10 Joliet & Chicago	4,733,166 750	100.00	19.35	1,446	838			. 855	10
7 Bett Railway of Chicago 8 Centralia & Chester 9 Chicago & Alton 10 Joliet & Chicago 11 Mississippi River Bridge 12 Chicago & Calumet Terminal 13 Chicago & Caster Illinois	15,974 160,171 2,641,523 761,900	74.05	25.95			.358			11
13 Chicago & Eastern Illinois 14 Chicago & Western Indiana. 15 Ev'nsville Terre Haute & Chi	761,900	65,17	25.95 34.83 100.00	1.321			1,266		13 14
17 Chicago & Gran Trunk	75,000 3,325,194	89.59	100,00		.822	.410	.943		15 17
18 Grand Trunk Junction 20 Chicago & Indiana State Line.	28,676		100,00				.943		18 20
22 Chicago & Northern Pacific	4,095,593 1,595,673	72.24 15.82	27.76 84.18	1.659	88	.657	,906	1.049	21 22
23 hicago & Ohio River 21 Chicago, Burnington & North'n	63, 19 717, 318	88,74 65,81	11,26 34,19	3,597		.997		.760	23 24
2) Chicago, Burlingt'n & Quincy (2) 26 Chicago & Iowa	7,678,059 179,573	71.16	28,81 $100,00$					.903	25 26
26 Chicago & Iowa 27 Galesburg & Rio 28 Illinois Valley & Northern 30 Quincy, Alton & St. Louis	16,554 78,976		100.00 $100.00$						27 28
30 Quincy, Alton & St. Louis 31 St. Louis, Rock Island & Chi.	42,000 226,038		100,00 100,00						30 31
31 Chicago, Milwaukee & St. Paul. 32 Chicago, Milwaukee & St. Paul. 33 Chicago, Rock Island & Pacific 34 Peoria & Bureau Valley. 55 Chicago Great Western. 38 Cleveland, Cincin., Chi. & St. L.	1,841,535 4,082,419	70.56 92.62	29.44 7.38	2,100	.844 .968	.646 .712	1.035 .997	.932 .986	32 33
34 Peoria & Bureau Valley 35 Chicago Great Western	4,082,419 1,277 1,416,691		100.00 5.51		969	.655	1,179		34 35
38 Cleveland, Cincin., Chi. & St. L. 39 Kankakee & Seneca	1, 416, 691 3, 619, 499 127, 467 758, 975	78.18 59.56	21.82	2.076 5.053		.501	1.010	.951 1.219	38 39
39 Kankakee & Seneca	758, 975 126, 693	70.57 73.51	29,43	2.589	.841	.529	1,009	.935	40 42
42 East St. Louis & Carondelet 43 East St. Louis Connecting 44 Elec. City & I.l. Mad., Ill. & St. L.)	188, 431 255, 3 (3	$72.48 \\ 64.60$	27.52						43 44
45 Elgin, Joliet & Eastern 46 Fulton County Narrow Gauge	874,376 83,997	66.77 57.56	33.23	2.014 2.306 5.302	1.717	$\frac{.459}{1.392}$	1.20t 1.111	1,057 .882	45 46
	59,859 107,270	66.36	33.64	$\frac{5.302}{2.858}$	.633 .753	.494	1.097 1.577	.633 1.039	48 49
50 Illinois Central	8,966,465	76,67 80,05	19,95	1.381	.632	.498	.819	.742	50
9 Grand Tower & Carbondale 50 Illinois Ceutral 51 Blue Island 52 Chicago, Havana & Western 58 Rantoul	5,000 125,000		100,00						51 52 58
bourn Chicago	50,000 10,000		100,00 100,00			2,337			59
61 Indiana & Illinois Southern 62 Ind anapolis.De atur & West'n	10,000 58,208 263,785	67.71	$\frac{7.51}{32.29}$	3,452 1,130 3,220	.426 .726	.745	1.173	.882 .964 1.112	61 62
63 Indiana, Illinois & Iowa 64 Iowa Central	398, 082	88.03 79.23 77.11	$\frac{11.97}{20.77}$	3, 135	.614	.684	$\frac{2.633}{.816}$	1.112 .777 .709	63 64
72 Lake Erie & Western 73 Lake Shore & Michig'n South'n	420, 129 464, 982	$77.11 \\ 69.30$	$\frac{22.89}{30.70}$	$\frac{2.151}{1.028}$	.666 ,531	.336	.777 2.653	1.111	72 73
74 Louisville & Nashville (1) 75 Southeast & St. Louis	1,003,799	69.93	30.07	1.628	.743	.569	1.087	.924	74 75

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.
(2) Estimated for State of Illinois.

## Table V.—General Expenditures in Illinois—Concluded.

C .- Summary of Operating Expenses and Fixed Charges.

		27	28	29	30	31	32	33	34	
			Sum	MARY	and I	DEDUC	TIONS	١.		
•	Name of Company.	Total of operating expenses and fixed charges, Col. 18+22	Proportion assignable to operation, 104×Col. 18÷Col. 27.	Proportion assignable to fixed charges, 100× Col. 22+Col. 27	Cost of carrying one passenger one mile.	Cost of running passen- ger train one mile. Dollars and cents	Cost of carrying one ton of freight one mile.	Cost of running freight train one mile. Dollars and cents	Av.cost per train mile of all trains earning revenue. Dollars and cents	
777 788 799 800 81 83 84 866 877 888 899 90 1001 102 103 104 105 107 108 111	Calumer River Pittsbigh, Ft.W. & Chi.(O. & F.) Pittsburgh, Ft.W. & Chi.(F.). South Chi. & Southern (F.). Peoria. Decatur & Evansville. Pittsburgh, Cincin., Chi. & St. L. Engl-wood Connect (gi.O. & F.) Rock Island & Peoria St. Louis. Alton & Terre Haute Belleville & Eldor-do Belleville & Eldor-do Belleville & Southern Illinois. Chicago, St. Louis & Paducal St. Louis Southern Carl-ondele & Shawneetown. Carl-ondele & Shawneetown.	50, 324 57, 000 887, 801 246, 821 1, 252, 922 2, 923, 924 3, 252, 924 1, 488, 517 1, 488, 517 1, 706 5, 006 471, 488 1, 970, 656 5, 006 388, 751 140, 000 388, 751 31, 775 32, 775 33, 775 34, 775 357 367 377 377 377 377 377 377 377 377 37	59, 233 81, 05 73, 82, 82, 87, 77, 68 51, 66, 64, 37, 97, 51 57, 45 50, 52, 50, 52, 50, 52, 50, 52, 50, 52, 50, 52, 50, 52, 64, 48, 43	40,777 18,95 100,00 26,18 22,32 48,34 2,49 100,00 44,25 100,00 42,55 11,00 43,12 17,33 14,96 14,94 14,96 100,00 10	2.580 1.769 2.520 1.610 1.513 1.827 1.536 5.643 1.273 1.861 4.835 2.185 1.869	. 604 1.005 . 559 . 775 . 834 . 819 2.985 . 682 . 512 . 1.844 . 929 . 733	.655 .613 .528 1.198 .895 .636 .571 .600 .709 1.385	1.021 1.005		109 111
114 115 117	St.Lonis, Vandalia & Terre H. Terre Haute & Peoria Toledo, Peoria & Western Toledo, St.Louis & Kansas City Wabash (2) Wabash, Chester & Western	974,912 717,923 4,900,649 98,819	75.91 73.29 73.52	26.48	2.320	.801 .542 .636 .833	1.213 .366 .550 1.275	1.179 1.012 1.024 1.633		115 117
	Totals	\$77,197,511	71.51	28.48	2.386	.73686	.68291	1.00996	.90160	

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.
(2) Estimated for State of Illinois.

Table VI.—Passenger and Freight Traffic in Illinois, for year ending June 30, 1893.

15	Net	loss per mile of	Q.Z.S.
14	Net of	earnings per mile road, Cols. 12-13	28 11. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.
13	Exp	enses per mile of	7.77 27.73 27.73 27.73 28.83 28.
12	Gro or ro	ss earnings from peration per mile of ad	58.58.58.58.58.58.58.58.58.58.58.58.58.5
п		Freight earnings per mile of road	\$ 5.57 \$ 8.88 \$ 8.88 \$ 8.88 \$ 8.88 \$ 8.88 \$ 7. 17 \$ 1.25 \$
01	FIC.	Average amount received for each ton of freight  Dollars and cents	61737 61737
6.	FRAF	Average distance haul of one ton, in miles	88188718888888888888888888888888888888
∞	FREIGHT TRAFFIC	Number of tons carried one mile.	889 292 669 158 88 491 040 191 88 84 491 040 191 88 84 491 040 191 88 84 491 040 191 88 84 491 040 191 88 84 84 191 88 84 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 84 191 88 85 85 191 88 85 85 191 88 85 85 191 88 85 85 191 88 85 85 191 88
7		Number of tons of freight carried earning revenue.	2, 084, 156 3, 188, 488 3, 188, 488 3, 188, 488 3, 188, 488 3, 188, 488 3, 188, 488 48, 188 48, 188, 488 48, 188, 488
9		Passenger earnings per mile of road	18 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
53	FFIC.	Aver ge amount rec'iv'd from each passenger. Dol- lars and cents	37826 37880 37880 37782 37772 47273
4	TRA	Average distance carried, in miles	8226.6353.6353.635.635.635.635.635.635.635.
20	PASSENGER TRAFFIC.	Number of passen- gers carried one mile	30, 561, 368 3, 580, 779 36, 915, 474 38, 418, 480 41, 178, 480 41, 178, 480 41, 178, 480 41, 178, 480 51, 178, 580 51, 178, 580 52, 178, 580 53,
C4	Number of passengers carried earning revenue		5.66, 559 1192, 529 12, 228, 236 12, 238, 238, 246 12, 248, 272 12, 248, 272 12, 248, 272 13, 248, 272 14, 272 15, 272 16, 272 17, 273 18, 272 18, 272 18, 272 18, 273 18, 273
1		NAME OF COMPANY.	Arch., Topeka & Santa Fe() Chi, Santa Fe & California. Baltimore & Obico'. Baltimore & Obico'. Baltimore & Obico'. Chicago & Baltimore & Chicago. Chicago & Baltimore & Chicago. Chicago & Balten ilinois. Chicago & Balten ilinois. Chicago & Calumet Terminal. Chicago & Calumet Terminal. Chicago & Chicago & Chicago. Chicago. Chicago & Chicago. Chicago

222	2525	£ 8 2	<b>38</b> <del>5</del> <b>5 5</b>	88588	8882		1242	
				45,310	9, 1			
21,012	2,470 1,339 3,410	1,696	5,178 1,779 283		2,471	4	1,846	£2, 282
22,691	3,888 2,811 9,090	3,851	10, 168 3, 476 922	3,110 9,110		265, 499 8, 607 9, 067	2,932 1,218	\$5,363
4,981	6,358 4,156 12,500	5,547	15,246 5,255 1,205	3,714 3,714	6,042	_	3,622 7,524 1,649	\$7,645
3,206 23,572	2,811	4,336	3, 185 832	18,560 3,202 2,456	4,739 6,088 975	531,729	2.962 5.188 1,064	\$5,082
1.09166	681n0 97959 18000	.86402	. 63790 1.10350 .61876	:-	81250 81250 59057 72556		1,16366 1,36680 ,61533	.75934
148.02	78.70		53.17 119.98 9.00	7.48	62.20 59.50	1.52 1.52 89.35	251.76 200.20 21.98	81.50
54,601,484	88, 584, 873 88, 383, 441 44, 480, 075	87, 550, 929	54,350, 130,021,	:	40, 409, 575 39, 813, 875 127, 9+0, 795 7, 698, 374	1,538,401 5,271,018 148,358,381	2, 639, 467 2, 639, 467 2, 639, 467	5,550,810,577
355,359 3,557,580	1, 125, 537 411, 289 2, 118, 783	805,	1,022,122	299, 187 322, 981 538, 166	2, 656, 076 129, 224	3, 467, 775 1, 660, 436	2,345,462 99,074	61,769,857
1,567	2,062 1,290 4,700	1,191		8,863 2,198 1,083	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.		2, 336 585 585	\$2,251
.13586	98700		: -	:	63731 73710 41803	: '- :	. 65698 . 90410 . 50601	.55794
6.50	25.55				8785 8785	46.05	34.85 17.86 17.86	25.92
6,:44,476	12, 146, 948 5, 874, 049 9, 803, 860	6, 192, 117	10, 624, 611 31, 6.7, 321 135, 000	5,960,071 1,366,325 6,498,101	4, 992, 370 11, 662, 553 1, 621, 237	2,217,310	4, 513, 778 4, 513, 778 59, 039, 688 961, 287	907,958,840
263,896 1,606,123	322, 820 229, 915 481, 991	202, 172	217, 901 571, 687 15, 000	169,086 310,869 297,210	200,786 200,786 392,267 95,581	1, 458, 757	132,563 1,311,639 53,816	15, 574, 517
72 Lake Erie & Western		79 Mobile & Obloda 80 St. Louis & Cairo Nathoral Stock Yards (E.S.L.) 91 Now York Thistone & St. Louis	A OF	Pennsylvania Co. (1).  Phtsaburgh, Fu. W. & Chi. 91 South Chicago & Southern. 93 Peoria Decatur & Evansyille.	95 Pritsburgh, Cin., Chi. & St. L. 98 Rock Isiand & Peoria 99 St. Louis, Alton & Terre Haute 106 St. Louis, Chicago & St. Paul,	108 St. Louis & Peoria. 109 Ferminal R. R. Assn of St. L. 111 Terre Haute & Indianapolis. 113 Ferre Haute & Peoria.	114 Toledo, Feorta & Western 115 Foledo, St. L. & Kansas City., 117 Wabash (*) 120 Wabash, Chester & Western.,	Totals

(4) Inserted to show relation of following subsidiary lines. (2) Estimated for State of Illinois.

Table VII.—Classified Freight Traffic in Illinois in Tons, for year ending June 30, 1893.

		[	88373777777888888888888888888888888888
14		Hides and leather	2 683 11, 876 11, 876 12, 876 13, 88 14, 876 16, 876 17, 876 18, 876 18, 876 18, 876 19, 876 19, 876 10, 876 11, 876 11, 876 12, 876 13, 876 14, 876 17, 876 18, 876 18, 876 18, 876 19, 876 19, 876 10, 87
13	rs.	Wool	11,133 1,177 1,177 1,177 1,178
12	PRODUCTS OF ANIMALS	Poultry, game and fish	2, 468 11, 135 11, 195 11, 195
11	CIS OF	Other pack- ing house products	25, 926 1, 853 1, 853 1, 853 1, 854 1, 856 1, 866 1, 866 1
10	Рвори	Dressed meats	2,724 2,724 4,425 4,425 4,625 1,725 1,035 1,138 2,175 2,175 1,138 1,146
6	,	Live stock	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.
00		Fruit and vegetables.	86 95 95 95 95 95 95 95 95 95 95 95 95 95
1~	RE.	Cotton	22, 496 757, 757 7, 913 10, 598 4, 015 1, 748 26, 915 1, 748 27, 386 27, 386 27, 386 27, 386 27, 386 27, 386 27, 386 27, 386
9	ULTUR	Tobacco	845 845 845 845 845 845 845 845 845 845
10	PRODUCTS OF AGRICULTURE	Hay	20.000
4	UCTS 03	Other mill products	11. 953 11. 853 11. 853 11. 853 12. 12. 13. 13. 13. 13. 13. 13. 13. 13. 13. 13
တ	Рвор	Flour	85 12 12 12 12 12 12 12 12 12 12 12 12 12
63		Grain	683 A7 A 683
		NAME OF COMPANY.	Atchison, Topaka & Sant, Fe (),   Chicago, Sunia P. & California     Baltimore & Ohio & Chicago.   Baltimore & Ohio & Chicago.   Chicago & Liou     Chicago & Liou     Chicago & Liou     Chicago & Charler Illinois.   Chicago & Chicago & Charler Illinois.   Chicago & Chicago & St. Paul.   Chicago & Chicago & St. Paul.   Chicago & Chicago & St. L.   Chicago & Chicago & Chicago & St. L.   Chicago & Chicago & Chicago & St. L.   Chicago &

<b>18</b> 8	8 28 8	82							106	109	==	114	115	112	120	
16,711	7, 029		2,049	1,213	412	1,323	99	614	C1		12, 433	993		6,220	:	196,850
4,848	1,699	:	110								1,659	228	550	1,853	:	55,156
	3,263	:	234		1,149	564	117	526	:	:	693	903	472		:	137,389
-	4,798	:	1,292		:				:					21,311	:	695,363
281,99	1,351	:	707	7	136	3,933	1,203	12,376	:	:	7,561	192	1,308	84,749	:::::::::::::::::::::::::::::::::::::::	
59,201	31,211	1,000	6,321	Ξ	9,367	5,781	16,013	18,833	3,767	34, 401	48, >16	45,843	14,048	161,860	888	2.801.751
13,683	98,293		3,00		29,1×0	3, 792	3,146	23, 198	34	17,913	29,398	4,128	5,529	87,148	22	1,056,842
283	3,503		92	:	1,090	1,719	410	12,740	:	83,039	52,320		00×,±	17,018	:	299,654
292	2,962	:	126	:	5,767	514	:	878		:	5,740	441	423	2,962		82,434
658	1,18	140	2,534	213	7, 183	2, 705	8,707	11,652	369	25,930	17,062	11,336	5,832	13, 387	217	484, 756
14,801	11,942		2,905		- :				- :	:					3, 106	622, 969
44,136	32, 665 25, 211	£	4,859	77	11,099	4,358	10,280	52,880	19,280	19,064	81, 149	11,734	11,882	50, 271	11,329	1,358,149
114,710	29,611	7,010	9,822	102	188,785	16,715	126,839	>2,551	13, 167	501,194	98,275	171,312	187,881	485,072	10,944	8, 439, 672
New	83 Northern Facilic') 84 Wisconsin Central Lines 86 Ohio & Mississippi	87 Pawnee	90 Pittsburgh, ft. Wayne & Chicago	South Chi	Peoria, Decatur & Evansville	95 Pittsburgh, Cincinnati, Chicago & St. L	98 Rock Island & Peoria	99 St. Louis, Alton & Terre Hante	106 St. Louis, Chicago & St. Paul	109 Terminal Railroad Association of St. L	111   Terre Haute & Indianapolis		115 Toledo, St. Louis & Kansas City	117 Wabash	120 Wabash, Chester & Western	Total

(4) Inserted to show relation of following subsidiary lines.

Table VII.—Classified Freight Traffic in Illinois, 1893—Concluded.

27	Tile	80 978 11 11 11 11 11 11 11 11 11 11 11 11 11
26	Household goods and furniture	11, 15, 15, 15, 15, 15, 15, 15, 15, 15,
83	Wines, liquors, beers, etc	21 : 22 : 22 : 22 : 22 : 23 : 24 : 21 : 21 : 22 : 23 : 24 : 21 : 21 : 21 : 21 : 21 : 21 : 21
24	Wagons, carriages, tools, etc	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
88	Agricultural implements.	61 8.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
55	Cement, brick	60 185 16 877 16 877 16 877 17 72 17 72 18 18 18 18 18 18 18 18 18 18 18 18 18 1
20 21	Bar and sheet metal	
02	Machinery,etc.	2 11 1120 12 811
19	Iron and steel	171 172 27 27 27 27 173 173 174 175 175 175 175 175 175 175 175 175 175
18	Iron, pig and	1 1 1 1 2 2 2 2 4 8 1 1 2 2 2 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1
17	Naval stores	125 77 77 7446 1684 27 1, 612 88 88 1, 615 1, 615 1
16	Sugar	32, 1111 (2) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
15	Oils	89, 948 17, 866 17, 866 17, 866 17, 866 17, 866 18, 346 18,
	NAME OF COMPANY.	1 Atchison, Topeka & Santa Fe (), 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,

-8	oo -	# 1G		1-	00	6	0	_	21	n	7	2	9	47	00	
-7-	000	900	00		01	× ×	7								4	TH
:	000	- 3			6,402				:		- 3		352	- :	:	220,211
5,174		NI.	983	261	1,056	879	2,289	2,747	305	:	4,876	3, 286	1,260	5,334	530	338,809
5,813	22,382	:	1.054	8.0	12,686	2,273	1.343	9.204	-	4,649	16,586	14, 121	1,006	19, 106	68	370,735
	47,214		530	-	1,273	407	2,626	3,207			14,667	755	570	4,690	25	490,186
6,819	1,716	6	481	23	1,007	1,178	14, 120	2,010	1,040		12,380	3,909	1,681	6,946	£6	329, 063
16,993	34,687	2	12,662	122,813	5, 623	12,590	25,870	17,504	7,010	58, 131	47,883	9,739	9,320	52,906	10,994	890,198 720,869 1,523,826 329,663 490,186
8, 447	10,946		14,953	5,773	93	8,201	8,724	31,602			40,606	696	3,588	:	:	720,869
3,,435	10,991		3,296	1,354	5, 439	4,277	2,669	13,448	567	28,884	17,358	2,875	15, 415	23, 172	1,594	890,198
11,583	1,258		2,347	151	313	8,443	2,444	18,905	2,357	*******	13, 124	1,432	2,447	16,360	:	875,930 445,486
13,863	20, .85		14, 523	583	13,746	6,360	5,217	81,077		164,079	16,761	1,768	1,240	12,779	1,456	
	:			:	:	2		85	:				:	:	:	62,173
1,796		07	292	-	202	1,470	44	4.800	406		1,534	5.299	3,124	16,050	:	357,666
42,270	10,285	0.1	5,668	15,123	2,019	3,133	452	15,638	137	76,666	14,099	9.213	10,716	23,384	145	1,032,003
31 Northern Pacific (!)	0	Pawnee	36 Pittsburgh, Ft. Wayne & Chicago	South	38 Peoria, Decatur & Evansville	39 Pittsburgh, Cincinnati, Chicago & St. L.	40 Rock I land & Peoria	41 St. Louis, Alton & Terre Hante	42 St. Louis, Chicago & St. Paul	43 Terminal Railroad Assn. of St. Louis	44 Terre Haute & Indianapolis	45 Toledo, Peoria & Western	46 Toledo, St. Louis & Kansas City	47 Wabash	48 Wabash, Chester & Western	Totals

(1) Inserted to show relation of following subsidiary lines.

TABLE VII.—Classified Freight Traffic in Illinois, 1893—Concluded.

1			
88	Total Cols inel	tonnage s. 2 to 37 usive	2 (8.7) 15 (
37	Misce	llaneous	11. 12. 12. 12. 12. 12. 12. 12. 12. 12.
36	Ice	• • • • • • • • • • • • • • • • • • • •	115,747 115,747 115,747 1,720
35	Merc	handise	246 111 24 166 174 185 185 185 185 185 185 185 185 185 185
34	Produest.	ets of for-	1 46 668 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
88		Salt	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
32	,	Stone, sand and other like articles	186,748 186,776 186,776 186,776 186,776 186,776 186,776 187,77
31	PRODUCT OF MINES.	Ores	16.862 21.971 16.988 17.727 1.507 28.396 28.396 28.396 28.396 28.396 28.396 3.623 3.623 3.623 3.623
30	DUCT 0	Coke	157,006 1157,006 110,097 110,097 111,081 111,082 11,385 11
53	Рво	Bitumin- ous coal.	30, 508, 508, 508, 508, 508, 508, 508, 50
82		Anthra- cite coal.	271, 687 12, 176 12, 176 18, 177 28, 617 17, 178 11, 1
	NAME OF COMPANY.		Chicago, Sana Re & Santa Pe ()  Chicago, Sana Re & California  Datumore & Ohio & Chicago  Oliciago & Lastern Illinois  Chicago & Bastern Illinois  Chicago & Chrand Trunk  Chicago & Chrand Trunk  Chicago & Chrand Trunk  Chicago & Chrand Trunk  Chicago & Chrinago, Barlington & Northern  Chicago & Chicago, Barlington & St. Paul  Chicago Chicago Barlington & Chicago  Chicago Chicago Barlington & Chicago  Chicago Chicago Chicago  Chicago Chicago & St. Chouis  Charl Towne & Carbondale  Charl Towne & Carbondale  Chicago Chicago & Charlo  Charl Towne & Carbondale  Chicago Barlinois & Consol  Chouleact & St. Paul  Charleact & Carbondale  Chicago Chicago Chicago  Chicago Chicago Chicago  Chicago Chicago Chicago  Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago Chicago  Chicago  Chicago  Chicago  Chicago  Chicago  Chicago  Chicago  Chicago  Chicago

25	
806 882 806 882 1,022 73 22 1,023 709 1,023 709 1,023 709 1,023 709 1,024 70 1,024 70 1,024 70 1,024 74 1,024 7	63, 457, 859
285, 539 2, 880 10, 606 70, 166 42, 889 16, 649 16, 649 17, 155 22, 183 22, 183 28, 703 28, 70	8,008,729
206.665	607,897
286, 240 286, 240 287, 278 287, 278 287, 278 387, 278 387, 278 387, 487 387, 487 387 387, 487 387 387 387 387 387 387 387 387 387 3	4,144,655
142 182 165 104 165 104 165 104 165 104 165 105 165 10	322,401 5,104,406 4,144,655 607,897 8,008,729 63,457,859
23,722 10,148 2,173 20,173 1,451 1,043 9,839 621 5,201	
85, 207 86, 847 87, 848 87,	427, 407 3, 289, 283
200.532 20.532 20.532 2,488 3,792 1,332 1,332 1,332 40,301 6,976	427, 407
66 804 1 384 66 408 1 1 384 67 4 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	867, 595
266, 468 4,440 4,440 4,440 3,000 4,468 4,007 4,007 1,118,991 1,18,991 1,	13, 521, 402
2112 2112 2112 2112 2112 2112 2112 211	2, 423, 235
77 Michigan Central. 78 Michigan Central. 78 St. Louis & Calro. 78 Nav York, Chicago & St. Louis 78 Nav York, Chicago & St. Louis 78 Nav York, Chicago & St. Louis 78 Navioral Central Lines 78 Navioral Central Lines 78 Navioral Central Lines 78 Navioral Central Lines 78 Navioral Central Control 79 Navioral Control 70 Navioral Control 70 Navioral Control 70 Navioral Central Central 70 Navioral 70 Navi	Total. 2, 428, 235 13, 521, 402 867, 595

(1) Inserted to show relation of following subsidiary lines. (2) Estimated for State of Illinois.

## Table VIII.—Number of Employés and Salaries, year

1	2	3	4	5	6	7	8	9
								In
NAME OF COMPANY.	General officers.	General office clerks	Station agents	Other station- men	Enginemen	Firemen	Conductors	Other trainmen
Atchison, Topeka & Santa Fe (1)	14		67	326	68	100	122	258
5 Baltimore & Ohio (1). 6 Baltimore & Ohio & Chicago. 7 Belt Railway of Chicago. 8 Centralia & Chester. 9 Chicago & Alton. 10 Joliet & Chicago.	 1 25 2	11 89	7 7 7 5 108	184 22 475	12 52 2 158	12 53 2 168	12 37 2 109	24 76 2 238
11 Mississippi River Bridge. 13 Chicago & Eastern Illinois.	i	115 31	73 8	169 138	118	118	76 13	156 12
16 Chicago & Erie 17 Chicago & Grand Trunk. 20 Chicago & Indiana State Line	<u>2</u> 5	13 1	6	30	15	15	13	24
16 Chicago & Erics. 17 Chicago & Fries. 18 Chicago & Indiana State Line. 21 Chicago & Indiana State Line. 21 Chicago & Orithwestern. 22 Chicago & Orith River. 24 Chicago, Burlington & Northern. 25 Chicago, Burlington & Quincy. 32 Chicago, Milwaukee & St. Paul. 33 Chicago, Rock Island & Pacific.	20 10 14 4 11	440 2 2 492 25 327	153 18 13 248 52 50	1, 421 1 12 1, 169 70 653	384 2 9 514 63 169		225 2 7 336 49 92	506 4 15 800 99 233
34 Peoria & Bureau Valley 35 Chicago Great Western	34 1 3 3	1 30 523 2 10	116 7	98 279 3 12	48 136 2 21	2	31 123 2 15	63 268 5 37
42 East St. Louis & Carondelet. 43 East St. Louis Connecting. 45 Elgin, Joliet & Eastern 46 Fulton County Narrow Gauge. 48 Grand Tower & Cape Girardeau. 49 Grand Tower & Carbondale.	5	1 6 36 1 4	23	7 7 29	5 12	12 35	5 11 27 2	10 54 3 3
61 Indiana & Illinois Southern 62 Indianapolis. Decatur & Western	18	190 190	278 8 19	427 5	477 6 8	490 8 8	283 5 6	672 10 14
64 Iowa Central 72 Lake Erie & Western 73 Lake Shore & Michigan Southern	9	21	20 22 7	38 22 27 616	20 13 18 53	13 18	13	42 20 30 6
75 Southeast & St. Louis 76 Louisville, Evansville & St. Louis, Con 77 Michigan Central 79 Mobile & Ohio (4).	3	56	21 6	311 311	40	23 43	32	59 80 4
80 St. Louis & Cairo 81 New York, Chicago & St. Louis 83 Northern Pacific (1).	8		26	43	22	22	3	51 3
84 Wisconsin Central Lines 86 Ohio & Mississippi 87 Pawnee 88 Pennsylvania Co (1)	12	3		265		98	59 53 1	19 134
90 Pittsburgh, Ft. Wayne & Chicago 91 South Chicago & Southern 93 Peoria, Decatur & Evansville 95 Pittsburgh, Cincinnati, Chicago & St. L.	1 8		41	38	28	38	3 19	85 3 48 35
96 Englewood Connecting 98 Rock Island & Peorna	11	59	44	132	47	49	37	21 81 9 2

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

## ending June 30, 1893—In Illinois and Whole Line.

								1			1		_
10	11	12	13	14	15	16	17	18	19	20	21	22	_
ILL	NOIS.										WE	OLE LINE.	_
Machinists	Carpenters	Other shopmen.	Section foremen	Other trackmen.	Switchmen, flag- men and watch- men.	Telegraph oper- ators and dis- patchers	Employès, ac- count floating equipment	All other em- ployés and la- borers	Grand total cols. 2 to 18, inclusive	Total yearly compensation	Grand total	Total yearly compensation	_
is		289	67	910	···i70	37		···i48	2,603	\$1,270,550 88	4,544	\$2,115,751 77	1 2
18 19 206	37 9 240	35 52 494	5 6 114	39 46 670	268 16 287.			215 92 143	876 515 14 3,602	507,655 07 382,631 65 7,650 00 2,310,400 42 750 00	2,387 515 14 4,556 2	1,362,624 62 382,631 65 7,650 00 2,984,302 10 750 00	1 2 5 6 7 8 9
95 27 27	86 35	312	56 15	236 212	132 150	40 29		417 11 22	2,218 689	1,496,549 88 495,602 67	202 2,246 689 2,438 2,752	136, 405 28 1,755, 179 52 495, 602 67 1,379, 851 68 1,707, 499 48 8,571 11	11 13 14 16 17
325 1 2 549	728 5 7 619	1, 159 2 35 1, 857	154 13 18 270	7 1, 176 22 68 1, 756	781 17 783	142 2 22 241		632 4 7	8,671 90 243 10,325	170,749 95 8,571 11 5,385,024 41 36,965 93 142,588 20 6,107,531 93	22, 161 90 1,341 24,557 23,560	13,696,761 17 36,965 93 845,624 64 14,462,242 22	20 21 23 24 25
89 416 7 123	33	165 433 24 162	76 73 27 100	223 948 246 390	79 431  45 189 2	55 49 20 110		307 225 74 433	1,413 4,497 5 825 3,296	875, 152 44 2,817,439 36 800 00 570,531 8 1,885,835 20 25,780 95	13,531 5 3,719 10,886	0,010,411 24	32 33 34 35 38 39
26 19	14 14 16	24 118	7 25 2 4 24 24 8 3	20 128 26 32 150 24	13 5 28 56	14 2 1 21		53 9 10 5 6	654 61	1,885,835 20 25,780 93 275,373 88 58,526 66 115,820 45 418,181 44 29,912 19 25,579 03	1,257 83 172 703 61	734,330 35 58,526 60 115,820 45	40 42 43 45 46 48
269 269 11	445 4 10 30	1,233 10 35 20	266 8 13 15	1,766 20 55 116	548 1 5 1 13			1,678 5 4 42 27	95 9,230 88 215 451	53,031 53 5,724,711 18 35,206 98 120,945 10 256 292 68	95 16,048 135 427	53,031 57 9,361,627 05 65,479 93 231,797 07 269 559 25	49 50 61 62 63
31	70	28	14 20 15	198	200	29		130	246 1,463	031,202 0	2,208 17,651		64 72 73 74
8	12	26	30 25 10	247 154	[ 33	15 16	0 8	56 15 320	487 985	286,094 0 624,961 3	7 1,458	822,456 75	75 76 77 79
6-	97	148	27 4	176 29	69	1	is	316	720 824		4,056	2,668,581 39	80 81 83
50	1 1	100	8 70 1	300 300	150			100		948,454 9	3,300 2 15	1,790,914 32 1,816,995 73 4,833 62	84 86 87
1: 3:	0 40 2 1	70	27	12	8 16 3 276	1	3	288	38 502	15,563 6 280,873 5	59. 5 12,340	15,563 67 317,528 28 7,642,600 05	90 91 93 95 96
i 7	1 10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 167	46	420 8	9 11 6 77	2		4 10 6	7 381 6 1.393	239,659 7 637,546 3 144,561 5	0 2 1,397 8	239,659 70 637,546 32 144,561 58	98 99 106

## Table VIII.—Number of Employés and Salaries, year end-

	1	2	3	4	5	6	7	8	9
									In
	Name of Company.	General officers.	General office	Station agents	Other station-	Enginemen	Firemen	Conductors	Other trainmen
109 111 112 113 114 115 117 120	Terminal Railroad Association of St. L., Terre Haute & Indianapolis St. Louis, Vandalia & Terre Haute. Terre Haute & Peoria Toledo, Peoria & Western Toledo, St. Louis & Kansas City Wabash, Wabash, Chester & Western Total	6 4 7 5 11 11 2 336	95 25 25 2,852	34 44 36 120 11	153 239  9 43 58 305 1 8,703	43 69 12 30 31 172 3 3, 246	45 73 12 30 35 180 3 3,387	10 24 19	5

ing June 30, 1893—In Illinois and Whole Line-Concluded.

10	11	12	13	14	15	16	17	18	19	20	21	22	
ILLI	ILLINOIS. WHOLE LINE.												
Machinists	Carpenters	Other shopmen	Section foremen	Other trackmen.	Switchwen, flag- men and watch- men	Telegraph oper- ators and dis- patchers	Employés, ac- count floating equipment	All other em- ployes and la- borers	Grand total, cols. 2 to 18, inclusive	Total yearly compensation	Grand total	Total yearly compensation	
18 36 13 14 21 168  2,797	12 25 19 107 8	41 128  11 52 96 429 1 8,442	107	75 224 46 150 132 487 35 12,845	121 63 9 8 29 209 5,768	8 32 19 102	13	213 8	90	746,650 37 100 00 134,319 18 409,508 83 314,459 57 2,040,478 01 43,893 66	1,346 4 255 668 2,084 9,139 90	100 00 134,319 18 409 503 83	111 112 113 114

Table IX.—Average Daily Compensation of Employés in Illinois, for year ending June 30, 1893.

1	1		
	18	All other employés and laborers	88888888888888888888888888888888888888
	17	Employés — Account floating equipment	
	16	Telegraph operators and dispatchers	98 7 848359813888 11 11 88 8
	15	Switchmen, flagmen and watchmen	21 121 122 123 123 123 123 123 123 123 1
	14	Other trackmen	421000000000000000000000000000000000000
	13	Section foremen	6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	12	Other shopmen	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
	11	Carpenters	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
	10	Machinists	2
	6	Other trainmen	\$ 20001000 0001000 0000000 0000000000000
	00	Conductors	\$\ condenses of the condense of the cond
	7	Firemen	8 88884
	9	Enginemen	\$ 400004 4 00000000++4000000000000000000
	ç	Other station men	2
	4	Station agents	88888434 84456868647 3886888 9
	00	General office clerks	2 0000 0000000000000000000000000000000
	63	General officers	\$3551 9 5521505 5 5525 \$ 5525
	1	NAME OF COMPANY.	Atchison, Topeka & Santa Fe (). Chicaco, santa Fe & California. Chicaco & Saltimore & Uhio & Chicaco Battimore & Uhio & Chicaco Bett Railway of Chicaco Chicaco & Hon. Chicaco & Estern Indiana. Chicaco & Restern Indiana. Chicaco & Grand Trunk. Chicaco & Junimore Wolling. Chicaco & Chicaco & Chicaco Chicaco & Manake & Paulic Chicaco & Mivanke & Paulic Chicaco & Mivanke & Seneca. Chicaco & Mivanke & Seneca. Chicaco & Mivanke & Seneca. Chicaco & Chicalmati Chicaco & St. Chicaco & Chicalmati Chicaco & St. Chicaco & Chicalmati Chicaco & Chicaco. Chicaco & Contral. Chicaco
1			

3328	:4:25:25:08	233488	88888	28698613 26113	120 112 113 113 113 113 113 113 113 113 113	
2 02 1 29 1 60	1 14 98 1 60	1 56 2 03 1 42 1 25	1 55	22 55 22 05 1 55 1 55 1 81 81	122120 1258352 14583352	\$1 60
	2 2 8 8 8				1 72	\$1 93
1 89	1 66 1 37 2 89 1 74	2 04	122	1 92 1 75 1 60 1 1 48	1 59 1 74 1 63 2 08	\$1.83
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	32.22	2 35 1 70 1 24	22888		22788	\$1.84
1 28	1 05 1 14 2 00 1 17	1 31 1 26 1 15 1 10	122	1 155	555828	\$1.27
1 65	1 59 1 46 1 67	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	888	2288327	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$1 68
1 90 1 87 1 68	1 6: 1 37	2 04 1 63 1 55	1 66	1 2 1 2 1 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2	1 34 1 25 1 25 1 20 1 50	\$1 72
2 04	2222 2022 2022	2 13	1 99 2 04 2 21	2 08 1 03 1 61 2 25 2 25	62226	90 23
3 45	22 23 23 23 24 40 25 25 25 25 25 25 25 25 25 25 25 25 25	2 24	22 22 22 23 23 23 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	2 10 2 10 2 10 2 10 2 10 3 10	2 68 2 68 1 95 1 91	\$3 30
1 70 2 90 1 74	2 17 2 17 1 95	2 65	2222	1 62 1 82 1 80 1 80	12221 12221 132233	\$1.93
3 00 3 12 8 70	3 37 2 46 2 97 3 20	4 54 3 07 2 68 96	88837 88837	27.82.73	2212222 222222	\$3 01
2 27 2 20 1 73		2 11 2 59 1 74 1 34	90 00 00 00 00 00 00 00 00 00 00 00 00 0	1 86 1 86 1 86 1 99 1 99 1 1 99	- 00000 668888	£2 03
3 99 4 03 2 80	4 31 2 83 2 83 3 74	868 868 868		25 25 4 4 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5	8 8 8 8 9 4 8 9 4 9 6 6 9 7 0 6 9 7 0 6 9 7 0 6 9 7 0 6 9 7 0 6 9 7 0 6 9 9 7 0 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$3 51
1 52	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 53 1 76 1 16	1 88 88	11.53 1.78 1.78 1.53 1.53	1 29 1 28 1 78 1 90	\$1 55
1 47 1 89 2 86	1 76 1 34 3 16 1 61	1 88: 1	2 1 2 97 2 1 2 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	1 87 1 34 1 05	25.5 25.5 25.5 25.5 25.5 25.5 25.5 25.5	\$1.95
2 65	1 55 2 92 2 35	1 87 2 16	2 2 69	1 65 15 1 65 10 2 10	22 2 19 22 67 22 67	83 42
33 94	6 03	10 49 88 88	9 57	7 44 10 43 5 84 5 75 11 36	25 5 4 4 4 25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$9 33
Gl. Iowa Central	hfield Belt savhvill (1) isville & Nashvill (1) uttheast & St. St. Louis iville. Evansville & St. I igan Central ingan Central ille & Ohio (4) Louis & Cairo	National Stock Yatus (Bast St. Louis)  81 New York, Chicago & St. Louis.  81 Notwork (Chicago & St. Louis.  82 Northern Pacific P.  83 Northern Pacific P.  84 Wassissippi.  85 Pawmee	Pennsylvania Co. (†) Pittsburgh, Ft. Way South Chicago & So Peoria, Decatur & Ev Pittsburgh, Cincimat	k Peoria.  R Peoria.  Pooria.  Pooria St. Paul.  Pooria  Pilicad Associati. n of St. k Indianapolis.	12 St. Louis, vancialia & Terre Haute 11 Toeloo Poorta Western 15 Toeloo St. Louis & Kansas City 17 Wabash, Chester & Western 20 Wabash, Chester & Western	Average

(1) Inserted to show relation of following subsidiary lines.

Table X.—Description of Equipment, Whole Line, for year ending June 30, 1893.

1	1		1	1008052812572888288288288284444465128
	19		Fitted with au- tomatic coup- ler	121 121 121 121 121 121 121 131 132 131 131
	18		Equipped with train brake	121 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15
	17		Total. Cols. 8+ 9+10+1+12+ 13+14+15+16.	40.41 12 12 12 12 12 12 12 12 12 12 12 12 12
	16	CE.	Others	.23 .82 .82 .12 .12 .23 .13 .13 .13 .13
`	15	SERVI	Baggage ex- press and postal cars	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	14	GER	Sleeping cars	:85
	13	PASSENGER SERVICE.	Parlor cars	12 cl 12 c
	12	IN P	Dining cars	্ৰ যে থেক কাক ৩০জ জন্ম
	ı,	CABS IN	Emigrant cars	6.
	10		Combination passenger cars	- 5 % \$E028 F 68 0000 4
	6		Second class passenger cars	
	œ		First class pas- senger cars	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
	7		Fitted with au- tomatic coup- ler	(2) (2) (3) (4) (4) (5) (7)
`	9		Equipped with train brake	28 28 28 28 28 28 28 28 28 28 28 28 28 2
	2	LOCOMOTIVES	Total. Cols. 2+3+4	72 25 25 25 25 25 25 25 25 25 25 25 25 25
	4	сомо	Switching	2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
	83	ľ	Freight	152 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
	63		Passenger	11-12-28 82-25-21 11-12-25-25 82-2-25 11-12-25-25-25 11-12-25-25-25 11-12-25-25-25 11-12-25-25-25 11-12-25-25-25-25-25-25-25-25-25-25-25-25-25
7	1.		NAME OF COMPANY.	Atchison, Topeka, & Santa, Fe (t). Chleago, Stanta Fe & Galifornia, Centraria & Chester. Chicago, & Ranta Fe & Galifornia, Chicago & Calmet Ferminal. Chicago & Bastern Hidiana Chicago & Bastern Hidiana Chicago & Breitern Chicago & Western Indiana Chicago & Worthwestern Chicago & Worthwestern Chicago, Brillington & Worthern Chicago, Brillington & Northern Chicago, Burlington & Northern Chicago, Burlington & Salvania, Chicago, Burlington & Salvania, Chicago, Burlington & Chicago Chicago, Expair & Rasa Grift Chicago, Chestington & Chicago Chicago, Chicago Ch
				695645444444488888888888888884444444669

201123115385588888888888888888888888888888	
8 8 5 10 2 5 10 10 10 10 10 10 10 10 10 10 10 10 10	6,533
888 88 88 88 88 88 88 88 88 88 88 88 88	6,583
28 88 84 1 13 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	6,682
© 128	287
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1,671
	117
	137
- 10 (이전 1 · 10 대 기	36
<u>F</u>	9
	277
<u>රිකි</u> ශම් හ හ හි ම හි විය හ විය හඳුන ය	547
25 22 23 33 35 15 15 15 15 15 15 15 15 15 15 15 15 15	3,411
	899
837 4 2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3	6,588
28 22 22 22 22 24 25 25 25 25 25 25 25 25 25 25 25 25 25	8,117
88 88 8 1 2 2 1 3 5 8 5 9 9 7 1 7 1 2 1 2 1 2 1 1 2 1 2 1 1 2 1 1 2 1 1 2 1 1 1 2 1	1,464
7. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	4,661
138 28 28 28 28 28 28 28 28 28 28 28 28 28	1,992
liern (Con (Con liern) Sr. Louis	:
ttherm St. L. Coonings. Coon	
& Iowa  life and by the control of t	
na, Illinois & Iowa,  (hebina Bridge,  Elie & Wastern,  Hears & Es I. Louis,  Ean Osternal  Conis & Cairo,  Conis & Cairo,  Conis & Cairo,  Conis & Conis &  Conis &  Conis & Conis &  Conis &	
Illinois irral	
Indiana, Illinois & Iowa  Red Brand Bridge  Lake Brie & Western  Louisville & Nashville d  Southeast & Michigan Southern  Louisville & Nashville d  Southeast & St. Louis  Southeast & St. Louis  Southeast & St. Louis  Southeast & St. Louis  Mobile & Onio    St. Louis & Connell  National Stock Yadro  St. Louis & Chilago & St. Louis  Nermer Red    Perisburgh & Nashville    Perisburgh & Nashville    Perisburgh & Nashville    Perisburgh & Nashville    Perisburgh & St. Louis  Rock Island & Peoria.  St. Louis & Peoria.  St. Louis & Peoria.  St. Louis & Peoria.  St. Louis & Rock St. Louis  Nerminal Italianad Association of St. Louis  Check Island & Peoria.  St. Louis & Rock St. Paul  Nerminal Italianad Association of St. Louis  Rock Island & Peoria.  St. Louis & Wentans  Tolefo Peoria & Wayner  Tolefo Peoria & Wayner  Tolefo Peoria & Wayner  Tolefo St. Louis & Wayner  Tolefo St. Louis & Wayner  Tolefo St. Louis & Wanser  Wabash, Chester & Western	Total
AND THE TENED TO AND THE CLE COM	L ,
8238282442424555888888888888888888888888	

(1) Inserted to show relation of following subsidiary lines.

Table X.—Description of Equipment, Whole Line, for year ending June 30, 1893.

			1	12200222121212222222222222222222222
	36		Fitted with au- tomatic c'pl'r.	8 3 3 1 177 177 177 178 188 189 189 189 189 189 189 189 189 18
ľ	35	ICE.	Equipped with train brake	75 1 1 2 2 3 1 1 2
.	34	CARS IN COMPANY SERVICE.	Total—Cols. 30 +31+32+33	883 883 884 885 885 885 885 885 885 885
المراجعة المراجعة	83	TPANY	Others	
	35	N Coy	Caboose cars	201 11 12 12 12 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13
	31	ARS 1	Derrick cars	.4
	30	C7	Gravel cars	183 84 85 85 85 85 85 85 85 85 85 85 85 85 85
Summa made	53		Fitted with au- tomatic coup- ler	920 2400 1,400 10,112 171 171 171 171 171 171 171 171 171
			Equipped with train brake	53 503 1,300 10,528 1,528 6,157 6,157 5,831 5,831 2,870 5,000
	2.2	OE.	Total—Cols. 20 +21+22+23+ 24+25+26	25.001 26.002 27.777 27.772 27.772 28.554 28.556 28.556 28.756 28
3	56	FREIGHT SERVICE.	Others	2 2 2 2 2 86 86 84 44 658 86 86 86 86 86 86 86 86 86 86 86 86 86
	25	IGHT	Refrigerator cars	23 23 23 23 24 24 24 25 25 25 25 25 25 25 25 25 25 25 25 25
	24	FRE	Tank cars	
	23	CARS IN	Coal cars	7833 7833 7833 7833 7833 7833 7833 7833
,40,	65	CAJ	Stock cars	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
nudi	21		Flat cars	139 139 139 149 159 169 179 189 189 189 189 189 189 189 189 189 18
n For	20		Box cars	849 849 849 849 841 841 841 841 841 841 841 841 841 841
TABLE AN. Description of Lympinsons, it notes that the			NAME OF COMPANY.	1 Atchison, Topeka & Santa Feet). Chicaco, Santa Fee & California. Battimore & Chicaco. Bet Timore & Chicaco. Bet Timore & Chicaco. Bell Rain way of Chicaco. Centralia & Chester. Chicaco & Calmer Terninal. Chicaco & Calmer Terninal. Chicaco & Eastern Illinois. Chicaco & Eastern Illinois. Chicaco & Eric Rean Illinois. Chicaco & Bring Chicaco. Chicaco & Chiraco. Chicaco. Chi

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46	fitted coupl 29+36	with automatic	1,2000 1,5840 1,5840 1,5840 7,5840 11,475 11
45	locom equip brake	ped with train Cols. 6+18+28	845 845 1,775 1,775 1,775 129 129 129 129 129 129 129 129 129 129
44	Grand locom Cols.	total cars and otives owned, 5+40	2, 175, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,
43	ES ASED.	Fitted with automatic coupler	≅23 £8
43	CARS LE	Equipped with train brake	91 91 91 91 91 91 91 91 91 91 91 91 91 9
41	LAAND	Number	6606 6006 6006 6006 6006 6006 6006 600
0,	Total ca 17+27-	ars owned. Cols.	86. 1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
33	TT LINE	Fitted with automatic coupler	95.8
88	CONTRIB T FREIGE SERVICE	Equipped with train brake	
37	CARS TO FAS	Number	88.6 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
	2	NAME OF CORPANY.	Atchison, Topeka, & Sarta Fe (f)  Cherage, Sarta Fe & California,  Baltmore & Ohio (f).  Baltmore & Ohio (f).  Bell Ralimore & Ohio (g).  Solution of Chicago  Centralia & Usester.  Chicago & Alton.  Chicago & Alton.  Chicago & Alton.  Chicago & Salumet Terminal  Chicago & Salumet Terminal  Chicago & Nestern Indiana.  Chicago & Western Indiana.  Chicago & Western Indiana.  Chicago & Northwestern.  Chicago & Paning on & Content.  Chicago & Paning on & Content.  Chicago & Paning on & Content.  Chicago & Chenge & Paning.  Chicago & Chenge & Land & Kansis Giy.  Chicago & Chenge & Lastern.  Chicago & Chic
	88 39 40 41 42 43 44 45	Ochem Service Character Ch	comprises owned, coupler. Cols. 5+40  grand total cars and locomotives owned, cols. 5+18+28+31+38.  Grand total cars and locomotives owned, cols. 5+40 owned. 5+40 owned

132554 62 13256 62 13256 63 13256 63 13	75 75 77 80	88 88 87 87	88888888888888888888888888888888888888	
8,038 18 18 748 83 6,125	3,659	2,404 2,208 125	2,556,988 2,778 2,778 2,778 2,778 3,989 11,086 1068 10,086 111 2,889 111 2,881 2,881 2	784,697
3,356 7 36 85 85 85 84,355	20 96 96 2,859	305 2,049 203	2,724 2,872 2,873 2014 11,66 11,166	64,767
18,440 112 810 810 2,321 2,321 5,877 21,883	2, 489 14, 545 458	6,917 6,976 2,480	10,558 1,8658 8,940 1,997 2,249 2,249 2,249 1,997 1,99	283,170
		966	5583 140 498	2,725
	12	996	21.	2,586
831 192 193 255 255 296	2,487 14,116 444 523	1,006	, 240 , 544 , 548 , 548 , 548 , 558 , 558 , 558 , 578 , 578	16,004
17,831 107 792 193 2,255 5,757 21,296	2,437 14,116 444	6,779 6,827 2,380 6	10,240 1,8340 1,8340 1,958 1,958 2,236 2,236 2,236 1,575 13,429 11,575 11,575	275,053
679	1, 028	353		3,061
88	682		150	1,076
4, 286	2,850	1,645	35.0 1,540	14,448
90 Illinois Central Tudiana & Illinois Southern 21 Indiana & Illinois Southern 22 Indianapolis, Decatur & Western 23 Indiana, Illinois & Iowa 24 Indiana, Illinois & Iowa 25 Indiana, Illinois & Iowa 26 Indiana, Illinois & Iowa 27 Inde Erick & Western 28 Indiana South In	A Louisville & Nishylle (f) Louisville & Nishylle (f) Southeast & St. Louis Louisville, Evansylle & St. L. Con Tichigan Central 9 Mobile & Olive No. Louisville (Gito)	New York, Chiego & St. Louis Northorn Paris ("Lines") Northorn Paris ("Lines") Northorn Paris ("Lines") Northorn Paris ("Lines") Paris ("Massissippi")	B. Pennsyvania (O.C.)  Pittsburgh, Fr. Wayne & Chi.  Pittsburgh, Fr. Wayne & Chi.  Pittsburgh, Chion, Chi. & St. L.  Churey Unaha & Kansas City (3)  R. Atonis V. Danha & Kansas City (3)  R. Louis, Alton & Perer Haute  St. Louis, Chicago & St. Paul  St. Louis, Chicago & St. Paul  Perminal R. L. Sasn. of St. Louis  Perminal R. L. Sasn. of St. Louis  Perminal R. L. Sasn. of St. Louis  Perminal R. L. Sesn. of St. Louis  Perminal R. L. Sensor of St. Louis  Perminal R. L. Couls  Perminal R. Peoria  Preminal R. R. Louis & Kansas City, Wabsah  Wabsah, Chester & Western  Wabsah, Chester & Western	Total

Table XI.—Rails, Ties, Stations, Ballast, Trestles, Bridges, Overhead Crossings, etc., in Illinois, for year ending June 30, 1593.

1	1			1	122247578955282848789552828
	14		Miles	of sand	27.89 1.71 2.50
	13		Miles	of slag	5.84
	12	BALLAST.	Miles	of earth	69.57 55.74 11.36 85.42 87.42 47.30
	π	BAL	Miles	of cinders	.60 152.59 3.64 13.91
	10		Miles	of gravel	201.75 8.85 8.10.41 119.41 7.08 7.08 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8
	6		Miles	s of stone	5, 20 258, 04 18, 84 10, 80
	00	Leng	th of miles	road unfenced-	12.39 14.66 6.10 80.33
	7	Num	ber of	stations on road.	23 88 81 82 82 82 82 82 82 82 82 82 82 82 82 82
	9		Aver	age nümber per	64 - 64 - 64 - 64 - 64 - 64 - 64 - 64 -
	70	TIES.	Num	ber relaid during	49,747 49,747 11,124 11,124 11,686 112,686 112,686 112,586 112,586
	4		EL.	Tons relaid dur- ing year	331. 66 331. 66 33. 54 33. 54 34 35. 60
	00	RAILS.	STEEL	Number of miles —main line and branches	277. 5.20
	63		IRON.	Number of miles —main line and branches	11.36 21.06 78.91
	proof			NAME OF COMPANY.	Atchison, Topeka & Santa Fe (1),   Chicago Santa Fe & California,   Chicago Santa Fe & California,   Chicago Mussissipal River Railroad Toll Bridge   Relimore & Ohio & Chicago   Elet Railway of Chicago   Elet Railway of Chicago   Contrain & Cheeter   Chicago & Atron   Chicago & Atron   Chicago & Calenta

8593/347756588558828888858628686868888888888888
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10   10   10   10   10   10   10   10
10   10   10   10   10   10   10   10
100 88 88 88 88 88 88 88 88 88 88 88 88 8
89         39           11         10           11         10           11         10           12         11           13         11           14         10           15         11           16         12           17         12           18         12           19         12           10         12           11         12           12         13           13         14           14         15           15         15           16         16           17         16           18         16           19         16           10         16           11         16           12         16           12         16           12         16           12         16           12         16           12         16           12         16           12         16           12         16           12         16           12         <
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183 183 183 183 183 183 184 185 185 185 185 185 185 185 185 185 185
Se Colveago, Burlington & Quincy  Galesgow & Ryng  Galesgow & Ryng  Illinois Walley & Northern  Ser. Louis Rock Island & Chicago  Chicago, Brand & Chicago  Chicago, Cheert Western  Elest St. Louis Commedite  Elest Control  Chicago, Cheert  Chicago, Cheert  Chicago, Cheert  Chicago, Mayana & Western  South Chicago, Stringfield  Stofthsburg Edde  Stofthsburg Edde  Stofthsburg Edde  Chicago, Western  Chicago, Western  Chicago, Western  Monda Chicago, Stringfield  Chicago, Western  Chicago, W
<b>−7</b> R. R.

(4) Inserted to show relation of following subsidiary lines, (2) Operated by Chicago Great Western,

Table XI.—Rails, Ties, Stations, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois, for year ending June 30, 1893—Continued.

				552320000000000000000000000000000000000
14		Miles	s of sand	1.95 1.95 1.93
13		Mile	s of slag	2. 00
12	AST.	Mile	s of earth	210.52 210.52 9.00 5.00 5.00 5.00 7.75 83.77 78.50 77.50 78.50
11	BALI	Miles	s of cinders	46.00 3.88 1.53 1.53 1.53 1.53 7.70 7.70
22		Mile	s of gravel	48.66 46.00 77.00 1.57 21.22 1.52 1.53 1.54 1.55 1.57 1.57 1.57 1.57 1.57 1.57 1.57
6		Mile	s of stone	13. 00. 13. 00. 13. 00. 13. 00. 13. 00. 13. 00. 13. 00. 13. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0
œ	Leng	th of miles.	road unfenced—	25. 29. 49. 49. 55. 55. 56. 59. 56. 59. 56. 59. 56. 59. 56. 59. 56. 59. 56. 56. 56. 56. 56. 56. 56. 56. 56. 56
2	Num	ber of	stations on road.	. ಬರ್ಣ ರವಹೆಸ <u>ಇಂದರಿಲ್ಲಾಗ</u> <mark>ಭ</mark>
9				8 : 8 : 8 : 8 : 8 : 8 : 8 : 8 : 8 : 8 :
īθ	TIES			3, 882 3, 882 227, 484 13, 011 14, 088 14, 088 14, 088 16, 883 16, 883
7		GEL.	Tons relaid dur- ing year	2, 156, 90 2, 156, 90 290, 00 5, 80 5, 80 6, 80 8, 80
	RAILS.	ST	Number of miles —main line and branches	86.85 85.85
63		IRON.	Number of miles —main line and branches	4.00 4.00
1			NAME OF COMPANY.	New York, Chicago & St. Louis (†).   Chicago & State Lime
	3 4 5 6 7 8 9 10 11 12 13	3   4   5   6   7   8   9   10   11   12   13   14   15   15   15   15   15   15   15	81 Miles  Miles  Miles  Length of in miles.  Number of miles.  Aver mil yes  Aver mil yes  Aver mil yes  Tagaza	Miles of slag  Miles of earth  Miles of cinders  Miles of gravel  Miles of stone  Tons relaid during year  Number of miles

(1) Inserted to show relation of following subsidiary lines.

q.			1	888888888888888888888888888888888888888
clude	88	No. of	f grade highway	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Con	27	LLWAY S.	No. of trestles	<u>9</u> ;00
Hinois	98	OVERHEAD HIGHWAY OVERHEAD BAILWAY CROSSINGS.	No. of conduits	00
., in I	75	Оубви	No. of bridges	4 034 03
s, etc	24	GHWAY S.	No. of trestles	φ
gaisso	83	HEAD HIG	No. of conduits	
ad Cr	67	OVERH	No. of bridges	2 .9 k .1 c .2 7 .1 ki
, Overhe	21	TRESTLES.	Aggregate length in feet	13, 114, 00 16, 172, 00 1, 255, 50 1, 255, 50 1, 272, 00 1, 272, 00 1, 272, 00 1, 272, 00 1, 273, 0
stles	20	TRI	Number	354 376 376 376 386 396 396 396 396 396 396 396 39
zes, Tre	19		Aggregate length in feet	5, 381.00 5, 280.00 1, 280.00 1, 185.70 1, 185.70
Bridg	18	GES.	No. of combina-	
ıst,	11	BRIDGES.	No. of wooden	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Balla	16		No. of iron	:21 :L :82Lu221 :u : 320 :L2n010 :48
us,	15		No. of stone	
Table XI.—Rails, Ties, Stations, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois—Concluded			NAME OF COMPANY.	Atchison, Topeka & Sant, Fe (t),   Chicago, Santa Fe & California   Miss. Riv. R. R. Toll Bridge.   Baltimore & Ohio (t)   Baltimore & Ohio (t)   Baltimore & Ohio (t)   Chicago & Atton   Ohiorago & Atton   Mississippl River Bridge   Mississippl River Bridge   Chicago & Eastern Illinois   Chicago & Carlon (t)   Chicago & Carlon (t)   Chicago & Carlon (t)   Chicago & Carlon (t)   Chicago & Ohiorago (t)   Chicago & Ohiorago (t)   Chicago & Indiana (t)   Chica

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<u>ಹ-ರಾಣ ರ : ಚಿತ್ರವರ್</u> ಪ :ವ : ಹಾನರ್ಗ	oĭ	2 2 1,400 1 22,400 1 386,000 15 551,00 982,00	1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60
8-5-6-4 2 15 12 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2	% ri .∞r 	8 1,22,00 1 1,22,00 1 1,22,00 1 1,00 1 1,00	1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60 1,522-60
8 : 17	0	3 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 1 59.60 6 3 1522.60 4 4 50.04 2 2 29.50 8 892.00 8 892.00 8 892.00 8 892.00 8 892.00 8 892.00 8 892.00 8 892.00 8 892.00 8 892.00
8 : 17	0	3 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 1 599 60 5 3 559 60 5 4 582 60 2 2 293 60 2 2 293 60 2 29 50 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
8 : 17	0	3 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 1 599 60 5 3 559 60 5 4 582 60 2 2 293 60 2 2 293 60 2 29 50 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
8-5-6-4 2 15 12 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0	8 1,22,00 1 1,22,00 1 1,22,00 1 1,00 1 1,00	2 1 599 60 5 3 559 60 5 4 582 60 2 2 293 60 2 2 293 60 2 29 50 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ģ.				100 100 100 100 100 100 100 100 100 111 11
Table XI.—Rails, Ties, Stations, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois—Concluded.	88	No. o	f grade highway	37 18 18 18 14 15 15 16 16 10 10 10 10 10 10 10 10 10 10 10 10 10
	27	OVERHEAD HIGHWAY OVERHEAD RAILWAY CROSSINGS.	No. of trestles	1,53
	36		No. of conduits	4
	25		No. of bridges	29
	24 4		No. of trestles	131
	83		No. of conduits	9 9
	63	ОУЕВН	No. of bridges	2 1 159 159 159 159 159 159 159 159 159 1
	21	TRESTLES.	Aggregate length in feet	20 1135, 60 10 10 10 10 10 10 10 10 10 10 10 10 10
	20		Number	242 260 260 260 260 27 27 11 11 10 10 10 10 10 10 10 10 10 10 10
	19	Bridges.	Aggregate length in feet	280.00 280.00 345.00 2845.00 1 719.10 1 128.80 1 128.80 1 128.80 1 128.80 1 128.80 1 128.80 1 128.80 1 1 279.00 250.00
	18		No. of combina-	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	17		No. of wooden	22 22 28 8 8 8 8 8 14 4 14 8 14 14 14 14 14 14 14 14 14 14 14 14 14
	16		No. of iron	1
	15		No. of stone	786
	NAME OF COMPANY.			99 St. Louis, Alton & Terre Haute. 100 Beleville & Caronde et. 101 Beleville & Studrent Illinois, 102 Beleville & Southen Lilinois, 103 En. Louis Southen Lilinois, 104 St. Louis & Deleville & Shawneetown, 105 Carbondale & Shawneetown, 106 St. Louis, Gheige & St. Paul. 107 St. Louis, Chicago & St. Paul. 108 St. Louis, & Pooria, 108 St. Louis, & Pooria, 109 Terre Haute & Peoria, 101 Terre Haute & Peoria, 102 St. Louis, Vandalia & Terre Haute 103 Terre Haute & Peoria, 104 St. Louis, & Malaia & Terre Haute 105 St. Louis, & Western 105 Teledo, St. Louis & Kansas Gity 117 Wabash, Chester & Western 120 Wabash, Chester & Western 130 Total, 140 Total
			'	

Table XII.—Consumption of Fuel by Locomotives in Tons, in Illinois, for year ending June 30, 1893.

					- 21	99	133										138		22		292	133	80.0
-	13		Average	pounds consumed per mile.	117.00	133,14	121.39										86.	60.00 60.00	112, 49		85.58	129, 16	100.31
	12			Miles run.	1,844,835	:		89			333, 160		566,819	29, 458	54.874				274, 426	-	186,287	237, 328	629,017
	n	FREIGHT.		sumed— Tons.	108,473	:	87, 1167	205,860	1,990	105,345	51,626	1,830	16,814	1,124	3,100	383, (16)1	19+,41	33,066	15, 436		13,516	15, 327	31,548 4,654
	10	E	Wood-Cords	Soft.				3, 638	6.76	:	124		57.1	:		:					77		999
	6		Wood-	Hard.	2,538	000 0	1,817	1,674		1,865		:			: :	e,		218	295 18	:			34
	œ		-	Tons.	106,781	111,916	85,856	202, 925	1,934 38 × 16	104,102	103,663	1,808	46,527	1,104	3,100	376, 600	4,461	12,921	5, 239 2, 702		13,846	15,327	31,214
	2		Av. con per	pounds sumed mile	101.00	65.78			76.88	28.5	200 200 200 200 200 200 200 200 200 200	8.8		62.00		2.5	51.81		71.64		82.43	74.06	41.49
	9		Millor	run.	1,014,972	1.241.811	721,658	က်	20, 159 50X, 199	ı,	2	16,596	33, 297	88. 158. 178.	21,755	8,977,015	147,913	127,510	210, 192		273,414	180,816	279,311
	10	PASSENGER.	Total	sumed- Tons.	51,016	41.938	23,645	115,628	18 843	18,39	19,932	581 16 950	1,528	162	900	153, 790	3,836	3,530	7.855		13, 203 13, X	6,697	5,794
	4	PASSI	WOOD-CORDS	Soft.		592		2,288	463	3	96	:		:							130	1	11 122 II
	03		Wood-	Hard.		1 490	53	1,143		1,116	95	31.6	38	ŝ		4,803		138	35.6		13,879		:::
	¢2		100	Tons.			29.246	_			49,650	10 199	1,612	777	800	150,588	3,836	3,438	7,804		13,879	6,697	5,733
	1		NAME OF COMPANY.		Atchison, Topeka & Santa Fe (1) Chicago, Santa Fe & California		Olivergo & Eastern Illinois.	_	Chicago & Ohio River Chicago, Milwankee & St. Panl		55			Fulton County Narrow Gauge		Innois Central							
1	1				21 11		11	- C1	20 X	050	ರ ಕರ	ಯ ಕ	- 4	<del>4</del> 4	4	ب د	99	5:01	- 1-	1-1	- 17	1-1	∞ ∞

Table XII.—Consumption of Fuel by Locomotives in Tons, in Illinois.—Concluded.

		884 886 887 887 887 887 930 931 931 111 111 111 111 111 111 111 111	
	Average pounds consumed per mile.		109.65
	Miles run.		35, 130, 099
REIGHT.			6,799 1,983,480
E	-CORDS	2889	6,799
	Wood-Hard.		28, 685
	Coal- Tons.	16, 325 40, 125 40, 125 8, 591 11, 255 8, 558 44, 985 44, 985 44, 985 47, 507 18, 782 18, 782 18, 782 18, 783 18, 783	69.01 1,960.288
	Av. pounds consumed per mile		
	Miles run,	197, 248 705, 248 705, 248 112, 648 25, 496 214, 409 106, 611 129, 914 814, 832 125, 586 102, 586 1162, 58	833, 281 22, 487, 489
NGER.	Total fuel con- sumed— Tons.		833, 281
PASSE	Conds Soft.	3333	2, 730 20
	Wood-Hard.	- ;	14,973
	Coal- Tons.	::	826, 296
	NAME OF COMPANY.	88 Northern Pacific () 84 Wiscosan Cattrul Lines 85 Hawmee 86 Ohto & Mississippi 87 Hawmee 98 Prisburgh, Fr. W. & Chicago 99 Prisburgh, Fr. W. & Chicago 90 Prisburgh, Fr. W. & Chicago 91 Prisburgh, Fr. W. & Chicago 92 Prisburgh, Chicago 93 Prisburgh, Chicago 94 E. Louis, & Pooria 95 E. Louis, & Pooria 11 Terre Haute & Indianapolis 113 Terre Haute & Louis & Chora 114 Toloio, Peoria & We tern 115 Toloio, Peoria & We tern 116 Toloio, Peoria & We tern 117 Wabsah, Chester & Western 118 Wabsah, Chester & Western 119 Wabsah, Chester & Western	Total
	PASSENGER. FREIGHT.	Moon-Cons	Moon—Cord   Miles   Total   Miles   Total   Moon—Cord   Miles   Moon   Moon   Miles   Moon—Cord   Miles   Moon   M

(1) Inserted to show relation of following subsidiary lines.



## Table XII.—Consumption of Fuel by

_							
		14	15	16	17	18	19
				SWIT	CHING.		
	Name of Company.	COAL-	Wood-	-Cords	Total fuel con-	Miles run.	dv. po
_		Tons.	Hard.	Soft.	sumed- tons.		Av. pounds consumed per mile
1 2 5	Atch., Topeka & Santa Fe (1)	27,369	694		27,832	840,465	66.00
6 7	Baltimore & Ohio & Chi Belt Railway of Chicago.	25,551 43,625	389		25,551 43,884	590,822 1,283,952	86.39 68.28
13	Chicago & Alton. Clicago & Eastern Illinois	31,244 34,676	898 300		31,8±3 34,876	1,049,398 567,508	60.69 122,91
17 21 23	Chi., Santa Fe & California. Baltimore & Ohio i). Battimore & Ohio & Chi. Beit Railway of Chicago. Chicago & Alton. Chicago & Seastern Illinois. Chicago & Corthere & Chicago Great Western.	2,932 82,633 256	1,071	2,250	2,932 84,472 256	113,782 2,893,722 6,517	51.54 58.38
24 32 33	Chi., Burlington & Northern (2) Chi., Milwaukee & St. Paul	14,183	1.402	352	14,359 40,352	383,278 1,813,352	86.17 44.51
35 38 39	Chicago Great Western	39, 418 12, 984 27, 242	291	80	13, 177 27, 522	363,057 809,457	72.59
40 42	Peoria & Eastern  East St. Louis & Carondelet  Elgin, Joliet & Eastern	5,675 4,769	83 150		5,730 5,069	94,515 192,000	52.80
45 46	Elgin, Joliet & Eastern Fulton County Narrow Gauge	8,529	188		8,623	240,916	71.58
48 49 50	Fulton County Narrow Gauge Gr'd Tow'r & Cape Girardeau. Grand Tower & Carbondale Illinois Central	89,712	2,616		91,456	3,012,050	60.73
61 62	Indiana & Illinois Sou hern. Indianap., Decatur & West'ın. Indiana, Illinois & Iowa.	1,998	2,010		1,998	62,120	
63 64	lowa Central	2 630	13 44		3,954 2,659	150,399 64,484	52.58
65 72 73	Keithsburg Bridge. Lake Erie & Western Lake Shore & Mich. Southern	2,698	124 318		2,781	115,626	48.10
74 75	Lonisville & Nashville (4)	1	310	81	26,540 8,956	323, 871	51.44
76 77	Southeast & St. Louis. Louisv., Evansv. & St. L., Con. Michigan Central.	5,416 12,720		4	5,418 12,720	94, 45n 938, 428	114.73
79 80					4, 109	249,405	32.95
81 83 84	St. Louis & Cairo New York, Chicago & St. L Northern Pacific(1), Wisconsin Central Lines	11,043 709	302		11,244	433, 400 17, 605	
86 87	Onto & Mississippi	5,730	46		5,759 20	459,788 450	25.00
88 90	Penns Ivania Co.(1). Pitts'gh, Ft. W. & C. (O.& F.)	2,714	40		2,741	94,369	58.08
91 93 95	Peoria, Decatur & Evansville	1,864	33 72		1,886 2,793	85,628 80,661	44.05 69.24
98 99	Pawnee Penns (Vania Co.C) Pitts'gh, Ft, W. & C. (O. & F.) S. Chi, & Southern (O. & F.) Peorla, Decatur & Evansville, Pittsburgh, Cin, Chi, & St. L. Rock Island & Peorla, St. L. Alton & Terre Haute	1,864 2,744 1,471 11,239	27 308		1,489 11,444	88,090 378,542	33.81
108	Terminal R.R. Assn. of St. L.	16,640	151		16,867	604, 489	55,80
111 113 114	Terre Haute & Peoria	6,095 422	480		6,415 448	225,032 16,916	52.90
115 117	Terre Haute & Honanapolis. Terre Haute & Peoria. Toledo, Peoria & Western Toledo, St. L. & Kansas City. Wabash (2). Wabash, Chester & Western	4, 685 33, 495	774		4,685 34,267	178,937 1,191,539	52.36 57.00
120			11 11	0.70	CO2 1119	91 000 000	61.00
	Totals	612,891	11,141	2,767	622, 023	31, 090, 668	64.00

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.
(2) Cannot divide as between passenger and freight.

## Locomotives in Illinois—Concluded.

20	21	22	23	24	25	26	27	28	29	30
		CONST	RUCTIO	N.				Av.	Av.	AV Free Av
COAL-	Wood-	-Cords	fuel con-	Miles run.	Av. po	Grand total fuel consumed —tons.	Grand total miles run.	Av. pounds con- sumed per mile.	Av. cost per ton at tributing pe	Av. cost per cord a tribuing i
Tons.	Hard.	Soft.	sumed- tons.		Av. pounds consumed per mile			nuile.	at dis-	t wood lat dis- g point.
2,142	48		2, 174	65,610	66.00	189,525	3,765,882	101.00	\$1.55	
2,750 2,712 3,715	26 61 93		2,767 2,753 3,777	87.861	64.74 77.15 85.97	179,872 46,651 230,756 155,325 18,898	3,569,984 1,369,448 5,516,907 2,811,410	68.13 83.65	2 07	2 21
318 7,133 42	93	190	42	254, 657 868	96,77	413,250 3,063 25,045	2,811,410 481,83 9,929,3 8 78,402 609,707 1,926,519	78.44 83.24 78.13 82.16	2 01 1 82 1 10 2 34	2 43 1 25 1 25 1 77
2,986 2,713 1,751 1,089	136 24 51		3,023 2,804 1,767 1,125	142, 192 39, 090	39.44	197,240 83,092	1,926,549 5,789,678 1,616,268 3,843,854 63,268	68.14 102.82 95.55	1 62 1 85 1 02	1 77 2 70 2 56 1 50 1 51
2,261	38 35		2,289 1,658	41,454 31,703	110.44 104.57	40,977 5,069 58,623 1,915	709,930 192,000 872,735 51,916	1115 44	87	1 16 2 7 2 50 2 00
30 100 12,592	350		30 100 12,826	788 2,094 579,643	44.25	3,000 4,000 641,132 4,010	63,509 81,223 13,270,848 67,201 316,542	94.00	1 00	1 74
298 615 431			615	6,523 12,622	91.41	10,593 19,394 19,869	512,923 522,889	76,00	1 15	2 25 1 92
431 586 476	19	6	443 556 479	l	51.13 57.83 56.30	22,869 38,695 50,704	617,575 1,354,979 1,100,589	74.06 57.11 92,14	1 61 1 55 85	2 12 2 00 1 82
1,016 225 628		ĭ	1,016 225 628	17,017 18,847 6,020	74.75	33,865 34,969	610,463 1,362,622	110,95 51.33 70,30	78 1 80	1 25 5n
136	2		136	2,349	115.37	42,079 16,857 26,993	1,197,202 532,031 492,631	63.36	1 65	1 25
69  592	1		70 601	26, 411	5.00	65,298 569	1,967,203 18,270	66,40 65,20 82,77	82	1 24 1 20 2 50
845 418	28 7		864 422	13 030	87.10 61.83	18,462	409,535 35,258 700,604 400,925	\$3,89 78.25 92.10	1 46 91 1 13	2 40 1 1 25 1 2 00
163 1,105			168 1,130	6,777	40 59	17 943	471,749 1,475,335 15,024 604,480	73.10 85.03 132.00	1 45 78 60	3 35 1 1 00 5 10 3 25 10
785 350 810 358	40 30	38	815 370 829 358	34,353 15,071 40,352 5,274	47 70 49,10 41,09 135,83	79,325 13,819	1,910,220 350,644 1,026,308 793,961	83.00 75.90 71.58	1 05	2 18 1 2 00 1 1 64 1
						241,756 3,230	5,636,393 94,491	85.1:0 68.36	1 10 76	1 75 1
53,950	1,142	513	54,865	1,879,786	71.88	3,518,483	81,415,705	84.19	\$1 10	\$2 08

## Table XIII.—Accidents in Illinois for

	1	2	3	4	5	6	7	8	9	10	11	12	13
	Name of Company.		Pas-		Em	IPLO:	YES.	0	тне	RS.	То	TAL.	GRAND TOTAL.
		Kılled	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	
12 55 67 77 99 12 13 14 16 16 11 22 23 33 22 44 44 44 44 44 44 45 60 60 60 60 60 60 60 60 60 60 60 60 60	Atchison, Topeka & Santa Fe (1). Chicago, Sa' ta Fe & Cal. Baltimore & Ohio (1). Baltimore & Ohio (1). Baltimore & Ohio (1). Baltimore & Ohio (2). Baltimore & Ohio & Chicago Beit Railway of Chicago Chicago & Alton. Chicago & Eastern Illinos Chicago & Eastern Illinos Chicago & Western Indiana. Chicago & Franci Trunk Chicago & Franci Trunk Chicago & Northern Pacific Chicago, Burlington & North'n Chicago & Northern Pacific Chicago, Burlington & North'n Chicago, Burlington & North'n Chicago, Burlington & North'n Chicago, Miwankee & St. Paul. Chicago, Great Western Cleveland, Cincin., Chi. & St. L. Kankakee & Seneca Peoría & Eastern East St. Louis & Carondelet Last	2 2 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1188 255 44 111 125 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		11 1 1 1 1 2 488 1 1 1 1 2 2 3 3 1 5 2 4 4 6 2 2 1	108 122 235 6 6 431 211 77 14 147 157 11 21 21 21 21 21 21 21 21 21 21 21 21	15 24 4 4 4 4 4 2 4 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	81 1 4 4 299 233 4 4 111 4 2 1055 1 1 8 3 8 8 11 3 8 8 6	199 110 110 110 110 110 110 110 110 110	1 8 8 39 38 8 12 21 1 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	82 100 1 110 111 48 322 113 44 1622 22 220 23 34 23 3 111 16 5 122 3 17 16 5 122 3 17 .	13 20 32 33 3 3 3 3 20 2 2 9 9 166 588 32	122
115 117 120	Terre Haute & Peorla Terre Haute & Peorla Toledo, Peorla & Western Toledo, Louis & Kansas City Wabush, Chester & Western Totals		399		246	55 1	72 63 1 2,910		44	16 71  1, 221	36	$   \begin{array}{r}     85 \\     103 \\     \hline     1 \\     \hline     3,751   \end{array} $	139 1 4,553

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

## the Year ending June 30, 1893.

																		_
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

#### KIND OF ACCIDENT.

COUPLING COUPLING	V-	FALI FRO TRA AND GIN	INS En-	OVI HEA OI STR	AD B- UC-	Co	3-	D: BAI MEI	LL-	OTE TRAIN CIDE	A.C-	HIC W. CRO INC	SH- AY OSS-		STA-	OTI		
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20 8 18 19 5 44 1 1 14 8 8 34 42 2 3 3 42 16 6 7 20 111 2 7 7 2 20 5 4 11 14 5 5 8 17 15 6 6 13 2 5 5 16 11 2 41 5 16	2 2 3 3 1 1 1 1 2 2	31 31 31 6	3	1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	14  63 1 33  7 3	i 5	1 51 2 3 4 8	18 16 16 15 15 11 1 1 1 1 1 1 1 1 1 1 1 1	17 31 1 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	12 2 2 3 4 4 6 6 4 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	66	: : : : : : : : : : : : : : : : : : :	2 2 14 4 4 2 8 8 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11 3 3 33 177 7 10 3 3 116 2 2 2 2 116 13 10 10 13 3 6 6 6 4 4	: 59	83 84 86 88 90 91 93
49	823	36	292	3	15	35	258	26	220	85	169	94	147	43	66	437	1,755	

## Table XIV.—Taxes paid in Illinois.

1	2	3	4	
NAME OF COMPANY.	1891	1892	1893	
1 Atchison, Topeka & Santa Fe(1)	£78,350 71	\$97,049 82	\$99,436 16	1 2
5 Baltimore & Ohio (1) 6 Baltimore & Ohio & Chicago	17,038 48	15,222 75	20,600 77	5 6
7 Belt Railway of Chicago	30,500 00 194,920 56	33,300 00 205,459 72	48,000 00 208,679 80	6 7 9
9 Chicago & Alton 12 Chicago & Calumet Terminal 13 Chicago & Eastern Illinois.	4,391 50 75,634 98	6,918 91 75,750 01	8,287 22 94,411 51	12 13
16 Chicago & Erie	2,525 28 46,734 01	49,902 78	76,693 90	16 17
20 Chicago & Indiana State Line	208, 266 41	3,088 65 238,626 94	3,974 39 216,782 10	20
22 Chicago & Northern Parific	205, 200 41	33, 681, 70	40,526 03 2,305 00	21 22 23
23 Chicago & Ohio River 24 Chicago, Burlington & Northern. 25 Chicago, Burlington & Quincy	5,615 77 21,454 10	2,128 89 22,757 58	24, 070 81	24
		308,242 00 18,954 55	367,776 21 19,373 38	25 26
27 Gal-sbu g & Rio. 28 Illinois Valley & Northern. 31 St. Louis, Rock Isl nd & Chicago. 32 Chicago, Milwaukee & St. Paul.	1,795 85 9,340 51	2,371 44 10,323 77	1,925 89 9,184 43	27 28
31 St. Louis, Rock Island & Chicago	48,671 84 97,423 74	53,110 59 99,36+ 20	51,038 30 116,833 91	31
33 Unicago, Rock Island & Pacific	177, 189 94	151,647 32	176, 246 53	33
35 Chicago Great Western 38 Cleveland, Cincinnati, Chicago & St. Louis	23, 498 01 140, 721 00	27,097 34 143,127 33	132,806 86	35
39 Kankakée & Seneca 40 Peoria & Eastern	6, 133 05 23, 127 37	10,065 49 33,567 71	12,546 68 33,115 8	39 40
Rainsage & Seiters	3,350 48 6,885 49	3,014 80 1,7.7 29	3,316 68 27,383 68	42 43
44 Electric City & Illinois (Madison, Ill., & St. L) 45 Eigin, Joliet & Eastern	21 992 90	28,002 12	6,355 64 30 006 09	44 45
46 Fulton County Narrow Gauge.	21,992 90 2,335 73 4,527 17	2, 170 10 2 448 09	1,768 00 1,762 68	46 48
49 Grand Tower & Carbondale	4,940 96	4,317 52	2,481 62 (4)707,688 49	49
54 Illinois Central. 61 Indiana & Illinois Southern	(2)599,064 51 5,178 78	(3)645,905 80 3,3 8 23	3,890 71	50 60
61 Indiana & Il inois Southern 62 Indianapolis, Decatur & Western 63 Indiana, Ilinois & Iowa 64 Iowa Central	13,85 05 13,792 95	15,279 98 9,957 69	15,758 90 10,550 09	61
64 Iowa Central 72 Lake Erie & Western	16,273 12 20,279 19	14,445 19 21,326 78	14,519 24 23,041 19	63 72
73 Lake Shore & Mich Southern	47,358 64	61,509 74	103, 200 33	73 74
75 Southeast & St. Louis	36,807 57	45, 140 25	41,626 28	75 76
76 Louisville, Evansville & St. Louis, Consolid'tal. 77 Michigan Central.	17, 407 88 19, 152 28	27,448 44 19,093 90	29,671 09 32,079 28	77 79
		32,390 59	31,156 32	80
81 New York, Chicago & St. L	23, 611 94	22,975 13	21, 151 34	81 83
St. Loui & Cairo   St. Loui & Cairo   St. Loui & Cairo   St. Loui & Cairo & St. L   St. Cairo   St. Cairo   St. Cairo   St. Cairo   St. Cairo   Cairo   Cairo   St. Cairo   Cairo   Cairo   St. Cairo   Cair	11,617 92 86,259 47	23, 490 37 96, 797 87	20,086 30 93,500 89	84 86
88 Pennsylvania Co. (1)	121 55	379 00	211 80	87 88
90 Pittsburgh, Ft, Wayne & Chicago	75,526 79	71,315 85	102,079 29	90
91 South Chicago & Southern. 93 Peoria, Decatur & Evansville	2,745,72 26,306 89	2,639 16 28,373 24	3,007 50 30,1 (9 56	91 93
93 Peoria, Decatur & Evansville. 95 Pittsburgh, Cincinnati, Chicago & St. Louis 96 Englewood Connecting.	58, 195, 94	59,320 12 1,918 67	91,428 84 2,477 49 28,908 65	95 96
98 Rock Island & Peoria. 99 St. L., Alton & Terre Haute. 106 St. Louis, Chicago & St. Paul.	25,490 50 41,581 26	27, 151 99 43, 854 14	28,908 65 50,771 32	98 99
106 St. Louis, Chicago & St. Paul.	6,098 74	6,400.98		106 107
107 St. Louis & Eastern 108 St. Louis & Peoria	1,200 00	1,200 00		

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

<sup>(2)</sup> Includes \$520,949.35 proportion of gross receipts due State of Illinois.

<sup>(3)</sup> Includes \$571,724.72 proportion of gross receip's due State of Illinois,

<sup>(4)</sup> Includes \$646,496.63 proportion of gross receipts due State of Illinois.

111

## Table XIV.—Taxes paid in Illinois.—Concluded.

	1	2	3	4	_
	NAME OF COMPANY.	1891	1892	1893	
111 112 113 114 115	Terminal R. R. Assn. of St. L Terre Haute & Indianapolis (h. St.Louis, Vandalia & Ferre Haute Terre Haute & Peoria Toledo, Profia & Western Toledo, St. L. & Kansas City. Wabash, Wabash, Chester & Western Totals	48, 455 76 13, 025 11 34, 345 69 22, 760 00 170, 588 31 2, 665 60	55,964 13 15,007 95 36,246 88 25,125 87 200,029 59 2,882 85	59,217 41 1 17,354 77 1 36,555 49 1 29,692 90 1	111 112 113 114 115

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.



## GRAIN INSPECTION DEPARTMENT.

REPORT OF CHIEF GRAIN INSPECTOR.



#### GRAIN INSPECTION DEPARTMENT.

#### REPORT OF THE CHIEF INSPECTOR.

Chicago, Ill., November 18, 1893.

Hon. W. S. Cantrell, Chairman of the Railroad and Warehouse Commission, Springfield, 11.:

DEAR SIR:—I have the honor to submit herewith the twenty-third annual report of the transactions of the State Grain Inspection Department for the City of Chicago, the period covered being from November 1, 1892, to October 31, 1893.

I entered upon the duties of this office on March 13th, of this year, my predecessor turning over to me the books and property of the department, and the sum of forty-five thousand seven hundred and seventy-three dollars and eighteen cents (\$45,773.18), the amount shown by the books to be in his hands.

Having been in \*charge of the affairs of this department only seven months, I shall not be able to review as fully the business of the year as I might otherwise profitably do. but the five former months are covered by the monthly reports of my predecessor. I have endeavored, however, from the books of the office to prepare an accurate and intelligible statement of the transactions of the year.

The expenditures show an increase over those of last year, as the necessary result of increased service made necessary by the State Grain Inspection Exhibit at the World's Fair, and the large amount of grain in store in the city elevators have caused an extra number of clerks to be employed in that department, but with the close of navigation, on November 15th, I would respectfully recommend a reduction in the clerical and helper forces.

It is impossible to reduce the inspection force, as the inspection yards have almost all been removed outside of the city limits, and so far apart that it would be impossible for one crew to attend to any other work than the road assigned them. The same case holds good as regards the house in pectors, or third assistants. It is almost impossible for an inspector to attend to the duties other than those of the elevator where assigned.

The change in the rules of your honorable body providing for the transferring of inspectors, both on track and at elevators, as often as every sixty days, has proved very beneficial so far, having been in force less than two months. It has a tendency to educate the inspectors and give the department a much healthier appearance. An inspector located on one railroad, or in one elevator, for months and, perhaps, years, has no opportunity of learning or familiarizing himself with any other than the one kind of grain coming in over that one road. The rain from different states, and even different sections of one state, vary so, and all having to be graded in their respective grades, makes it necessary that

the inspectors must be experts, that they may do justice both to the buyer and the seller.

The force of the Inspection Department at present consists of one chief inspector, one supervising inspector, one assistant inspector, thirteen second assistant inspectors, twenty-five third assistant inspectors, twenty-two helpers, two messengers, one chief clerk, one collector, one cashier, one stenographer, one sample clerk, one janitor, five clerks, three members of the appeals committee, one driver for the appeals committee.

The registration office employs at present, one registrar, one chief clerk, eleven clerks, and divides the services of the two messengers, one stenographer and janitor.

In considering the receipts of the department it is proper to recognize the fact that the fee for the inspection of car loads was fixed definitely per car, and that within the past ten years the average number of pushels per car has increased not less than twenty-five per cent. Should it therefore transpire that the present fees for inspection do not yield sufficient revenue to meet the reasonable approved expenses of the department, the justification for increasing them as contemplated by law is quite apparent and justifiable. In 1889 when the fees were reduced from 35 cents to 25 cents per car, the department had just passed through two very successful years and had a surplus of nearly \$100,000, which has been steadily decreasing since the reduction. The first six months of this year show a decrease of \$24,964.00, while the last six months show a net gain above all expenses of \$3,989.05, which still shows our expenses for the entire year to have been \$20,974.95 more than our earnings. It therefore seems inevitable that the rate must be restored to the former rate, or a reduction in the force of \$20,000.00 or more, per annum, to keep the expenses of the department within its earnings.

The reduction of the inspection force, as I have said before, I do not regard as at all practicable, nor do I think it could be adopted without doing injustice to the receivers and shippers who pay the fees, and who have a right to expect of the department prompt, efficient and intelligent service. We are to-day inspecting grain for 25 cents per car that contains about twice as much as they did when the reduction was made.

I desire to call the attention of your honorable Board to the fact that through the change of administration more changes have necessarily been made in the department, which was natural and expected, than all my predecessors together ever made, having changed the entire clerical force of both the registration and inspection offices, both messengers and sample clerk, janitor and stenographer, all of the helper force, twenty of the third assistants and five of the second assistant inspectors, and the entire appeals committee.

I have endeavored in making these changes to invariably satisfy myself that the man appointed was as well qualified, if not better, for the position than his predecessor. And it is very gratifying to me to be able to report that I have had no complaint against any of the new men with all these changes.

I also wish to acknowledge the hearty and cordial coöperation with which your honorable Board has invariably met every recommendation for the improvement of the service, and thank you for the same.

The following twenty-three tables of exhibits, marked Exhibit C to G, is a full and correct copy of the business done by the department for the year ending October 31, 1893, which 1 most respectfully submit to your honorable Board.

Yours very respectfully,

GEO. P. BUNKER,

Chief Inspector.

Exhibit A-1.

Inspection on Arrival—By Months.

WINTER WHEAT.

Months.	M	7hite	·.		Hard	l		Red.		Not gr	Colo	rado.	Total
	2	3	4	1	2	3	2	3	4	graded	2	3	cars.
November, 1892. December January, 1893. February Marcn April May Unne Uuly September October Total cars.	1 2 1 2 	4 8 13 8 16 14 19 6 28 16 11 11	9 11 4 6 7 11 8 11 12 5 10	::::	869 610 614 220 176 99 148 16 96 125 200 133 3,306	1,219 893 563 537 299 242 125 139 440 1,706 1,772	413 252 408 7° 3 406 537 384 43 381 377 682 472 5,058	562 464 855 294 573 658 584 381 1,120 1,231 891 7,948	183 116 98 94 97 200 79 292 448 518 269	24 10 36 35 33 21 18	6		3,530 2,773 2,413 1,928 1,845 1,752 1,607 671 1,813 2,579 4,426 3,595

## Exhibit A-2. Inspection on Arrival—By Months.

#### SPRING WHEAT.

Months.	North- ern.	2	3	4	Not g	W	hite.	Mi W	xed heat.	Total
	1				graded	2	3	2	3′	cars.
November, 1892. Dee-mber January, 1893 February March. April May June July A Ugust. September October. Total cars.	1	743 1,832 3,919 3,088 708 171 85	2,503 3,270 1,379 1,737 2,297 1,062 421 448 315 414 1,476	71 44 99 64 135	42 177 166 111 5 6 4 2 2 5 9 9 19 7 7	i i i	233 194 216 217 209 121 285 36 162 24 40 10	····	35 16 16 6 6 10 15 11 8 4 12 4 12 138	2,886 4,039 5,650 2,650 4,058 6,661 4,551 1,247 834 545 613 1,811 35,545
Total estimated bushels										23, 104, 250

## Езнівіт А-3.

## Inspection on Arrival-By Months.

#### CORN.

Months.	Yell	ow.	Wh	ite.	2	3	4	Notgr	Total
	.2	3	2	3				graded.	cars.
November, 1892 December January, 1893 February March April May. June August September October Total cars	682 416 486 265 293 2,300 3,093 2,725 2,413 5,497 3,602	2,293 2,896 2,644 1,252 761 1,497 1,677 1,314 762 1,508 1,022	395 102 79 112 60 68 283 600 660 399 830 595 4,183	174 285 382 367 230 140 266 398 296 184 352 359 3,433	1,755 722 477 527 595 767 2,812 4,143 3,926 5,175 8,560 6,024 35,493	2,565 2,209 2,225 1,235 1,049 1,367 2,282 2,564 2,263 2,941 2,539	990 732 720 465 362 725 1,489 1,634 882 961 663	12 39 12 19 87 71 60 173 178 36 21 32	6, 262 7, 678 7, 203 7, 100 4, 139 3, 511 9, 310 13, 855 13, 307 12, 114 20, 670 14, 836

## Exhibit A—4. Inspection on Arrival—By Months.

#### OATS.

Months.		White	Vhite.			Wi Clip		Notgr	Total	
	1	2	3			1	2	graded.	cars.	
November, 1892. December January, 1893. February March April Mury June June July August September October.	1 1 1	275 293 355 201 213 210 287 2,764 3,065 1,678	3,359 2,673 2,335 2,252 2,654 4,745 4,100 2,790 1,889 3,694 3,520	449 421 430 367 854 1,487 1,246 934 1,881 1,807	1,092 790 628 634 792 1,411 1,217 885 390 418 615		29 24 11 5 3 1 7 6 3 4 14 14 8	36 46 24 18 29 18 43 46 46 38 45 42	4,52 5,14 4,19 3,71 3,64 4,52 7,90 6,82 4,94 6,96 6,96 7,00	

## Ехнівіт А-5.

## Inspection on Arrival—By Months.

RYE.

Months.	2	3	Not graded.	Total cars.
November, 1892. Deeember January, 1893. February March April May June June June July August September October	189 123 119 18 85 40 46 199 158 119	71 46 57	4 1 1 1 1 3 3 3	402 154 259 188 167 78 207 106 99 273 207
Total cars  Total estimated bushels.	1,460	835	21	2,310 1,505,40

## Exhibit A-6.

## Inspection on Arrival—By Months.

#### BARLEY.

Monte.		Brew-	Cheva- lier.	2	3	4	5	Not graded.	Total cars.
November, 1892 December January, 1893. February. March April May June June July August September October		1 2 1 1 1 1	5	39 143	1,410 991 663 671 495 469 256 84 10 171 1,062 2,941	1, 028 691 649 585 280 217 113 83 83 271 791	83 80 54 44 37 17 13 10 6 6 13 30 119	39 28 4 1 10 9 15 14 1 1 1 8	2,590 2,126 1,416 1,367 1,134 503 222 50 218 1,410 4,012
Total cars  Total estimated bushels	!		8	210	9, 233	5,720	506	139	15,828 126,624,000

120

## Ехнівіт А-7.

## Giand Total of Inspection on Arrival—By Months—For Year.

Months.	Winter Wheat	Spring Wheat	Corn	Oats	Вуе	Barley	Total cars, all kinds of Grain
November 1892. December 1893. January 1893. January February March April June July August. September October Total cars	3,530 2,773 2,413 1,928 1,845 1,752 1,607 671 1,813 2,579 4,426 3,595 28,932	4,039 5,650 2,650 4,058 6,661 4,551 1,247	6,262 7,678 7,203 7,100 4,139 3,511 9,310 13,855 13,307 12,114 20,670 14,836	5, 146 4, 197 3, 710 3, 641 4, 520 7, 906 6, 825 4, 945 6, 968 9, 044 7, 005	402 154 259 188 167 78 207 106 99 273 207 176		20, 198 21, 916 21, 138 16, 943 14, 984 17, 302 21, 084 22, 926 21, 048 22, 697 36, 370 31, 435 271, 041

## Ехнівіт В-1.

## Inspection on Arrival—By Railroads.

#### WINTER WHEAT.

Railboad.	V	hit	ite.						Colo	rado	Total.		
	2	3	4	1	2	3	2	3	4	graded	2	3	
C., B. & Q. C., R. I. & P. C., R. I. & P. Chicago & Alton Illinois Central. Freeport, Div. I. C. Galena Div. C. & N. W. Wisconsin Div. C. & N. W. Wabash C. & E. E. C. & S. E. Wisconsin Central. Wisconsin Central. Santa Fe. Through and special	······································	24 11 7 14 1 1 19 7 12 29  6 9 14	7 9 6 1 12 2 16 8 6	2	17 2 157 479 431 888	3,518 916	322 3 24 70 106 243 75  412 1,524 1,699	548 1,163 1,125 8 53 134 624 585 304  244 793 1,581	358 215 412 265 9 36 14 453 102 35  258 218 277	37 1  4 36 65	6	1	3,315 1,954 2,499 1,947 127 376 245 1,310 987 1,158 6 2,994 6,567 5,447

## Ехнівіт В—2.

## Inspection on Arrival—By Railroads.

#### SPRING WHEAT.

RAILROAD,	North- ern.	2	3	4	Not gr	W	hite.	Mixed.		Total.
	1				graded	2	3	2	3	
C. B. & Q. C. R. I. & P. C. R. I. & P. Chicago & Alton Illinois Central Freeport Div. I. C. Galena Div. C. & N. W. Wisconsin Div. C. & N. W. Wisconsin Div. C. & N. W. Wabash C. & E. I. C. M. & St. P. Wisconsin Central Chicago Great Western Santa Fe Through and special  Total		3 125 504 328 13 3,719 11 255 23	514 16 12 114 2,227 738 10 	895 171 300 5 10 510 56 9 9 3 508 3 103 139 339	3 13 3  21	2 3 9	68 1 3	1	60 5 4 3 11 1 1 1 1 1 1 1 1 2 3 31 1 1 1 1 1 1	9,077 1,020 69 200 255 3,336 1,127 36 10,744 42 1,034 264 8,518

#### Ехнівіт В-3.

## Inspection on Arrival—By Railroads.

#### CORN.

Railroads.	Yel	low.	White.		White.		2	3	4	Notgraded	Total.
	2	3	2	3				ded.			
C., B. & Q. C., R. I. & P. C., R. I. & P. Chicao & Alton Illinois Central Freeport Div, I. C. Galena Div, C. & N. W. Wisconsin Div, C. & N. W. Wabash C. & E. I. C. M. & St. P. Wisconsin Central Chicago Great Western Santa Fe. Through and special  Total.	586 2,488 18 1,267 423 861  455 1,213 455	1,026 1,622 4,191 428 1,893 44 1,835 1,012 392  490 1,353 2,316	425 122 107 34 279 26	116 455 1,309 96 112 5 526 174 34 30 231 107	1,989 3,091 954 3,512 7 436 345 3,685 1,128 1,598	3,854 1,325 1,790 601 3,800 21 1,040 862 2,328 1,397 1,870 734	681 2,425 378 1,531 6 914 768 670  265 355 318	52 41 202 19 73 1 107 22 33  10 22 45	26, 197 13, 818 8, 561 21, 076 3, 165 13, 594 102 6, 550 3, 728 8, 110 3, 809 6, 921 4, 324		

## Ехнівіт В—4.

## Inspection on Arrival—By Railroads.

#### OATS.

Railroads.		White,			3	White Clipped.		Notgr	Total.	
	1	2	3			1	2	graded.		
C., B. & Q. C., R. I. & P. Chicago & Alton Illinois Central Freeport Div. I. C Galena Div. C. & N. W. Wisconsin Div. C. & N. W. Wabush C. & E. I. C. M. & St. Paul Wisconsin Central Chicago Great Western. Santa Fe. Through & special Total.	2	853 707 1,639 253 946 117 571 549 792 15 177 708 131	6,176 862 1,924 2,644 8,213 1,143 810 323	504 866 3,534 4466 18 969 1,104 489 9 168 987 540	1,416 312 522 942 1,686 312 246 1,80 1,875 14 753 228 295		21 13 2 4	37 33 44 20 21 73 18 16 5 65 4 17 62 72 431	10, 358 9, 007 2, 793 7, 640 4, 204 11, 405 1, 622 2, 614 2, 163 9, 440 95 2, 459 2, 791 1, 844	

Exhibit B—5.

Inspection on Airival—By Railroads.

RYE.

RAILEOADS.	2	3	Not graded	Total.
C., B. & Q C., R. I. & P. C. & A Il. Cent. Freeport Div. I. C. Galena Div. C. & N. W. Wis Div. C. & N. W. Wabash. C. & F. I. C., M. & St. P. Wis. Cent. Chi. Great Western. Santa Fe Through and special	131 6 8 62 195 95 4 9 249	137 96 28 27 67 111 45 4 10 106 1 65 13 125	6 2 1 3 1	487 229 35 35 132 307 140 8 19 358 8 98 85 375

# Exhibit B—6. Inspection on Arrival—By Railroads.

#### BARLEY.

Railroads.	Bay I in 2		Cheva- lier.	2	3	4	б	Not graded	Total
C., B. & Q C., R. I. & P. C. & A. Ill. Cent Freeport Div. I. C. calena Div. C. & N. W. Wis. Div. C. & N. W. Wabash C. & E. I. C. M. & St. P. Wis Cont. Chi. Great Western Santa Fe Through and special.  Total.	1	1	7	2 9 90	728 464 5 13 783 1,489 1,936  3,535 29 137 17 97	428 731 8 315 378 1,562 1 11,462 35 753 9 38 5,724	12 42 264 50	8 2	1,232 1,261 5 222 1,114 1,930 3,878 2 5,202 65 934 31 152

## Ехнівіт В—7.

## Grand Total of Inspection on Arrival for Year-By Kailroads.

Railroads.	Winter Wheat	Spring Wheat	Corn	0ats	Ryе	Barley	Total cars, all kinds of Grain
C. B. & Q. C. R. I. & P. C. & A. I. C. & A. I. C. & A. Freeport Galens Wabens Wabens C. & B. I. C. M. & St. P. Wis. Cent Gt. Western. Santa Fe. Special Total cars.	2,994 6,567 5,447	9,077 1,020 69 20 255 3,336 1,127 36 310,744 42 1,034 264 8,518 35,545	13, 848 8, 561 21, 076 3, 165 3, 165 13, 594 102 6, 550 3, 728 8, 110 3, 809 6, 921 4, 321	2,793 7,640 4,204 11,405 1,622 2,614 2,163	487 229 35 35 132 307 140 8 19 358 8 98 85 375		50,666 27,319 13,962 30,740 8,997 30,948 7,114 10,520 6,900 35,012 216 11,328 16,659 20,660

EXHIBIT C.

## Inspection on Arrival—By Canal and Lake.—Bushels. WINTER AND SPRING WHEAT.

		,	Winte	ER.		SPRING.		
Months.	Turk- ish. Red.							
	3	2	3	4	Total.	2	Total.	
November, 1892 December						202,710 9,104	202,710 9,104	
January, 1893. February March April				*****				
lay		13,000	45,600		15,600 45,600	56,000	56,00	
lugust .	1,200	1,900	1,500		1,200 3,400			
October Total		•••••						
±0(41	1,200	28,603	72,100	5,600	107,503	267,814	267,81	

## Exhibit C—Continued. Inspection on Arrival—By Canal and Lake.—Bushels.

## YELLOW AND WHITE CORN.

Months.	Yel	low.	White.	2	3	4	Not g	Total.
	2	3	2				graded	Total.
November, 1892 December January, 1893 February March April June July August. September October	16,600 30,100 10,000 3,100 22,000		1,200 8,300	53,400 48,600 37,600	10,500 85,700 4,500 38,200 20,100	25 12,000 16,800	2,300 600 2,500	10,500 109,225 104,100 113,200 76,600 294,600
Total	106,700		9,500		125,800	30,625	5,400	346,700 1,146,425

#### Exhibit C—Concluded.

## Inspection on Arrival—By Canal and Lake—Bushels.

#### OATS AND RYE.

Months.	Wh	ite.	2	3	No grade.	Total Oats.	2	3	Total Rye.	Grand Total Bushels,
November, 1892. December, January, 1893 February March April, May, June, July, August, October,	13,000 62,000 88,500	63,600 93,000	60,000 22,300 8,000 34,500	9,500 8,200 4,000	14, 200	146, 100 115, 400 85, 800 70, 000 123, 000		175		26, 100 356, 925 236, 675 200, 200 150, 000
Total	205,450	218,600	152,650	27,200	16,200	620,100	3,278	175	3,453	2,145,295

## Exhibit D—1. Inspection from Store—Regular Elevators.

. Months.	WINTER WHEAT.	SPRING WHEAT,	Corn.	OATS.	RYE.	BARLEY.	TOTALS.
MONTHS.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
November, 1892. December, January, 1893. February March April May June July August Sentember October. Total	2,101,955 1,043,579 1,163,993 1,075,880 627,956 1,197,126 1,492,519 940,618 1,099,257 1,067,016 1,843,079	716, 628 350, 463 387, 893 644, 543	1,52°,678 490,912 476,228 1,821,276 2,942,203 5,194,133 6,692,301 7,020,311 5,700,359 8,274,424 9,166,829	404,903 275,508 144,122 221,908 110,270 887,524 1,768,134 1,781,667 726,268 999,808 2,007,889 888,681	51,725 50,495 9,595 1,403 44,449	42,644 11,624 4,689 9,523 45,195 13,629 6,715 4,328 90,771	8, 208, 844 3, 208, 533 2, 577, 774 2, 138, 765 3, 050, 106 5, 191, 276 9, 369, 684 10, 819, 306 9, 424, 064 8, 985, 432 11, 714, 046 12, 926, 238

#### Ехнівіт D-2.

## Inspection—on board Lake Vessels—of Grain loaded from Unlicensed Elevators.

Months.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY.	TOTALS.
MONTHS.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
November, 1892. December. January, 1893. February March April May June July August September October. Totals.	45, 142 83, 432 33, 549 99, 071 237, 657 235, 241 455, 849 70, 435 213, 090 230, 609	1,032,726 883,881 338,311 269,626 279,388 204,537 169,148 128,029 180,381 122,379 180,714	31,726 51,083 337,595 1,174,069 1,551,828 1,204,458 1,299,917	288, 876 1, 168, 675 75×, 565 670, 919 328, 105 1, 621, 747 802, 676	5,072		2,557,631 2,421,211 1,931,034 3,274,652

## Езнівіт Е.

### Financial Statement.

Months.	Inspection Fees Earned.	Commissions paid Railroads and Elevators.	Total Cash Received.	Disburse- ments for Expenses.	Balances.
November, 1892. December. January, 1893 February March April May Jupe August September October Totals	\$9,886 43 7,450 07 7,078 40 5,496 01 5,481 22 7,288 90 12,286 25 12,349 97 11,011 69 11,102 46 16,479 72 15,888 57	562 37 337 85 273 05 229 77 232 377 309 60 504 49 556 25 478 23 494 45 742 12	\$16,922 07 12,317 72 7,465 48 6,722 03 5,511 67 8,114 04 7,192 37 11,586 59 12,016 99 10,519 03 10,694 77 15,773 07	10, 973 41 10, 798 36 11, 687 50 12, 837 57 13, 122 66 13, 310 33 12, 359 41 11, 673 16 11, 926 48	\$62, 195 71 62, 455 15 58, 826 04 54, 574 66 49, 287 97 45, 714 51 40, 069 31 38, 533 24 37, 239 90 35, 499 52 34, 521 13 38, 367 72

#### Exhibit E-Continued.

## GEO. P. BUNKER, Chief Inspector,

### In Account with Illinois State Grain Inspection Department.

October 31,1893 "cash By expe	unce on hand, as per last report in received during year, as above enses, Inspection Department.  Registration Department. Committee of Appeals cld's Fair exhibit. unce on hand.	\$113,784 12 20,381 94 5,718 88 2,889 70 38,367 72	124,835 83
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Ехнівіт F.

Inspection on Arrival.—Comparative Statement of Inspection from 1880 to 1893, inclusive.

Number. Bushels.  1,022 5,887,590 560 1,682,310 677 6,182,314 677 6,182,314 677 6,182,314 678 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884 680 6,584,884	SPRING WHEAT. Bushels. 17 312,068 8310 18 318,000 19 31	Dushels.  Bushels.  19, 185, 879  17, 185, 889  17, 189  17, 189  18, 170	Bushels.  Bushels.  18. 873. 400  22. 612. 388  25. 689. 384  26. 389. 184  27. 389. 1440  27. 389. 1440  28. 3	Bushels.  1, 645, 545 1, 788, 397 1, 788, 397 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 396 1, 704, 306 1, 704, 306 1, 704, 306 1, 704, 306 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1, 704, 704 1	Barler. Bushels. 3, 901,576 4,177,772 6,738,801,801 6,738,802,300 10,282,300 10,282,300 10,322,300	TOTAL. Bushels. 188 806 308 19, 083 453 19, 108, 45, 306 118, 177, 906 118, 177, 906 117, 344, 849 117, 374, 88
	15,127, 22,639,	86, 283, 523 86, 159, 535	75, 404, 372 85, 779, 164	8, 185, 375 3, 972, 960	11,042,163	205, 836, 347 246, 726, 243 215, 888, 245

Ехнівіт G.

211, 216, 444
1187, 479, 140
1177, 788, 882
1177, 788, 757
206, 207, 894, 203
2276, 287, 396
3800, 046, 239
3816, 143, 892, 381, 648, 892, 381, 648, 892, 882, 882, 882, 882, 882, 648, 892, 882, 648, 892, 882, 648, 892, 882, 668, 747 COMBINED TOTALS OF IN AND OUT-INSPECTION. Bushels. Inspection from Store—Comparative Statement of Out-Inspection from 1883 to 1893, inclusive. 73, 797, 578 55, 830, 778 45, 578, 922 45, 578, 932 75, 998, 411 72, 673, 331 103, 744, 408 85, 744, 408 107, 917, 619 108, 170, 502 Bushels. TOTAL. 744, 086 1, 266, 691 296, 790 1, 052, 913 1, 167, 523 1, 389, 573 1, 753, 839 2, 079, 177 1, 849, 642 1, 320, 529 BARLEY. Bushels. 3, 190, 923 2, 037, 022 738, 209 635, 174 839, 948 11, 778, 321 1, 666, 942 2, 525, 647 2, 525, 647 676, 180 Bushels. RYE. 6, 415, 597 6, 621, 238 6, 621, 238 4, 765, 724 10, 153, 370 114, 818, 254 12, 668, 531 14, 639, 843 14, 639, 843 18, 844, 499 16, 664, 748 Bushels. OATS. 52, 391, 148 30, 667, 783 31, 667, 783 31, 645, 620 36, 843, 323 66, 517, 284 66, 517, 284 46, 1218, 563 46, 149, 865 62, 014, 465 Bushels. CORN. 5,851,521 12,996,124 7,715,030 17,612,626,918 17,612,628 6,365,790 3,637,232 4,090,471 8,048,772 16,768,772 10,911,263 SPRING WHEAT. Bushels. 5, 201, 303 4, 441, 460 2, 641, 460 6, 619, 271 3, 060, 541 9, 156, 010 23, 127, 995 21, 979, 222 21, 979, 222 17, 183, 320 WINTER WHEAT. Bushels, YEAR. 

Average Contents of Car Loads of Grain on All Railroads. Ехнівіт Н.

1893	700 700 1,100 650 800
1892	619 668 1,096 612 785
1891	614 628 1,048 601 729
1890	603 619 1.016 604 705
1889	582 1,016 585 647
1888	554 586 1,009 548 624
1887	533 575 996 556 664
1886	524 550 967 516 620
1885	504 535 930 507 618
1884	498 524 914 503 611
1883	489 517 879 500 588
1882	479 5609 850 489 588
1881	446 487 834 468 529
1880	418 800 800 450 536
1879	410 740 740 450 490
1878	2500 2500 2500 2500
1877	320 400 450 450
Kind of Grain.	Wheat Corn. Bais Byo. Barley

						-	-		-	-	-	-	-	-	-	-	1.
Year	1877	1878	1879	1880	1881	1882	1883	1884	1885	9881	1887	1888	6881	068	1891	892	1893
Cents	22	252	25	25	30	30	38	35	155	33	35	35	30	-22	25	-22	22

Charge for Inspection—Per Car.





#### REPORT OF THE WAREHOUSE REGISTRAR.

Office of the Warehouse Registrar, Chicago, Ill., November 1, 1893.

HON. W. S. CANTRELL, Chairman Railroad and Warehouse Commission, Springfield, Ill.

DEAR SIR:—In compliance with the rules of your honorable Board, I take pleasure to submit herewith the Twenty-third Annual Report of this office, for the year ending October 31, 1893.

Your Board honored me with the appointment of Registrar, on the 13th day of March, 1893, at which time I assumed the duties of the office, and at once examined the inventory, the books and records. The management of the office changed hands in the most friendly manner.

It seems practicable and necessary to explain briefly the business of the Registration Department to the general public. Often have I had occasion, especially during the World's Fair, to learn that the public is not aware of what the registering of grain by the State is intended for, though this office is nearing its twenty-fifth anniversary.

Chicago is the principal grain market of the Union, as well as of the world. The volume of grain handled here is enormous, as all know. Then it is but proper that the State look after the protection of the various interests, that of the farmer, of the shipper, of the receiver, of the merchant, of the miller, and of the grain storer. A large quantity of all the grain landing here by car or boat is, for a time, stored away in the large elevators. These warehouses, in the first place, must procure a license and are placed under bond by the State. At each warehouse a State grain inspector is stationed who examines the in-coming as well as the out-going grain.

At 7:30 A. M. of each business day, an official messenger brings from each elevator, from the inspector there stationed, a report giving the kind, grade and weight of grain received into store from canal boats or vessels and from each car by number and initials. The report is written in a book specially kept for the purpose. The reports of shipments are likewise entered in detail in "shipping books." These reports of receipts as well as shipments the messenger delivers at the registration office, and the clerks at once copy the reports of the grain receipts, into counter books, from which they are checked off when the warehouse receipts bearing the same numbers are presented for registration and found to be correct.

Soon after the clerks have finished their entries on the counter books in the morning, registration begins to set in, and continues to be very lively during the business hours of the Board of Trade. They often give a man all the work he wishes for. A person holding grain in a warehouse gets his receipt at the elevator office, and when presenting it here for registration, fills out a blank kept for that purpose in this office, describing the grain in detail—for instance: Oct. 31, 1893, presented for registration by Boyden & Co., in Armour "D" elevator, No. of receipt \$376, date of receipt Oct. 30, car No. 8322, bu. 1253.32 bs., grade and kind No. 2 red winter

wheat—all of which is carefully compared with the receipt before the official stamp is affixed on the latter, and from these filled-out blanks the registration books proper are daily written up, showing date and number of each receipt, name of party presenting same, and amount, kind and grade of grain it represents. The blanks are then put on file.

Each day the Registrar furthermore obtains from the offices of the several warehouse firms a report of the previous day's shipments, describing accurately the receipts they cancel to no longer represent such amounts, and carefully compares such statement with the same receipts which they now also wish to have officially cancelled, and which they attach. If all found correct, each receipt is officially marked "cancelled," after comparing it with the inspector's report of shipments, and the proper entry of such cancellation is then made upon the registration books. And from the registration and shipping books the receipts and shipments of grain are furthermore posted each day to ledgers, and consequently the books of this office contain, day by day, an accurate and detailed description of the amount of grain in store in the warehouses. A "daily report" gives the correct amounts to the Board of Trade the following morning, and a "weekly report" brings a correct summary every Tuesday morning of the preceding week.

Thus the system of registration guards against irregularities and protects the interests of the buyer and seller and storers of grain, regarding the large amounts of such grain that goes into store; and while the grain dealer, who buys an unregistered receipt, is taking whatever risk there may be upon himself, the man holding a registered one has, as it were, a certified check, and consequently what the Clearing House is for the banking public, the Grain Registration is for the grain dealing community.

However, the system is not as yet perfect, and, though good, there is still room for improvement. The present administration has made some changes, as were deemed beneficial. They may speak for themselves.

- 1. This office used to give the Board of Trade a so-called "early report" every Monday morning, besides the regular and correct weekly report on Tuesday morning. I discontinued the tormer, for the reason that it must necessarily very often be incorrect, and, therefore, mi-leading, and it is not required by law By law the inspection returns of a day's work come into my office the next morning, and the elevator returns as to shipments "the following day"—which may be, say 4 o'clock P. M. How can the Registrar then, get up a report on Monday by 9 A. M., without being compelled to guess at the Saturday and Sunday shipments and the Sunday receipts? I gave the Board, in lieu of the Monday morning report, a "daily report" instead, which is something they never had before: a correct daily statement of the grain movement, based on reliable returns from all the inspectors and all the warehouses of the preceding day's business. This report goes on 'change every morning at 9 o'clock, and it is safe to say that it has met with approval. They now make their own estimates, if they care to, and it gives them, no doubt, better satisfactioh.
- 2. In all of the previous reports of this office with their numerous "tables" of the business transacted, I fail to find a "trial balance" table. In determining the true business status of any one concern for a whole year, it is absolutely necessary, in order to make both a correct and a fair annual showing or report, to state, first, what last year's balance was; then, what the receipts amount to; then to add both that balance and these receipts, which gives you the actual amount in store in the respective house for the year; then deduct its shipments, and you finally have a balance which constitutes the actual amount in store in the respective elevator at the given date. All the other tables—the same are appended, as heretofore—are most excellent. They show concisely the amount of business transacted \*through this office, but they fail to show what was, and what is in the warehouse at the present day.
- 3. Some new rules have been put into effect. My predecessors in their annual and other reports have more or less to say about accumulations or shortages of grain, as the case may be, in some of the elevators; but there

never was heretofore a uniform rule established as to what to do about one thing or the other. Cases of both kinds have occurred during my term, and in order to have warehouse men know what to do in either case, as also to be justified in treating one like the other, I submitted to your Board the following, which met your approval:

#### RULE XVI.

#### ACCUMULATION OF GRAIN, SHORTAGES, AND SUBSTITUTING RECEIPTS.

"When cleaning out a certain kind of grain it shall be the duty of the elevator men to report to the warehouse registrar the correct amount, grade and kind of any and all accumulations. The said registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

"In case of a shortage the elevator men will make a sworn statement to that effect to the said registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such amounts."

True, in an "accumulation" there is no telling whose grain it really is, but the house being undoubtedly liable for "shortages" which occur even more easily than accumulations, and running all the risk in such shortages, it is but fair to treat cases of accumulations as above rule does.

I had good reasons to also enforce the following rule, which your honorable Board adopted with equal readiness:

"In no case will the Registrar permit to substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation."

During the April wheat "corner," when there was a superabundance of appeals from the decisions of the grain inspectors—as is always the case, more or less, in times of "corners," when men get pinched and want their grain graded higher than nature herself has made it—the necessity arose for the adoption of the following rule:

#### RULE V.-WITHDRAWAL OF APPEAL.

"In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat or car, then the said deposit of fees shall, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the record of appeals, it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without forfeiture of the fees deposited."

It may furthermore be said that there were beneficial changes made in the business system of this office. We have unquestionably improved on writing up the counter books, by using a few more of them and by a better classification of them for the receipts coming in from the different warehouses, so that car numbers are found at a glance, and the service in registering and cancelling receipts is much speedier, and people do not throng the ante-room and even the long hallway any more waiting for their receipts, as heretofore, and at the same time mistakes in registering and cancelling are excluded to the extreme limit of possibility. The cancellation stamp is improved; it now stamps in green ink in lines and larger letters the word "cancelled" over the registration stamp in red ink. The elevator men have unhesitatingly complied with the law requiring them to report their shipments the following day, and we do no longer send out half or more of the office force for a part of the day to gather in the reports. A single ledger system is adopted for all the warehouses, that is to say, each elevator is given a separate ledger, which assures correctness of work in a superior degree. The certificates of appeal inspec-

tion have been improved—it was made impossible to alter that part thereon showing the amount deposited as fee in any way without defacing the certificate.

Rigidly the new rule is enforced that all the books of each and every clerk must each day at the close of business hours be written up in full, and not a particle of the work left over for the morrow. The work of to-day is without any exception finished to-day, so that if any clerk be prevented from duty to-morrow, any one of his colleagues can go on with the work without the slightest hesitation and irritation. Prompt attendance during business hours is demanded, and a time-book is kept to mark down tardiness in the morning or absence during the day. And thus I am enabled to state all the more cheerfully and justly that both the attendance and the service of the clerical force merit all the praise that I can give. Special credit for his unfatiguing labor and ability is due to the chief clerk, Captain Paui Dasso.

During the year the "Armour B Annex" with a capacity of 4,250,000 bushels, the "Hess A," with a capacity of 500,000 bushels, and the "Swanell" house, with a capacity of 150,000 bushels, were added to the list of elevators of "Class A," the last named however, only temporarily. Thus the storage capacity of licensed warehouses in this city was increased 4,900,000 bushels, making a total capacity of 33,100,000 bushels.

The total number of cars received into store last year amounted to 154,085, and of boats 796; the total number of cars received into store this year is 121,728, and of boats 960.

The number of cars not registered last year was 1909, this year 775; of boats last year 4, and this year 11.

The total shipments last year aggregated to 99,817,131 bushels, and the total shipments this year foot up 91,547,190 bushels; the total receipts last year were 109,868,202 bushels, and this year 94,676,987 bushels.

Of a total of 271,041 cars graded by the inspection department, 121,728 were consigned to store; last year 154,085 cars went into store of a total of 320,572 inspected. The balance was sold on track or shipped without transferring to elevator.

Some fault was found on account of the excessively large number of appeals taken. But, as has been shown, the April "corner" was the cause, not the inspection; for the records show indisputably that a much greater percentage of the appeals taken this year were sustained as against the previous year. Compare the following table:

Appeals sustained last year	531 cars	6 canal boats.
Total appeals last year	960 ''	10 '' ''
Appeals sustained this yearAppeals changed this year	892 cars	7 canal boats.
Total appeals this year	1,337 ''	9 " "

The total stock of grain in store last year, at the close of the week ending October 31, 1892. was 19,904,146 bushels, and this year 23,033,943 bushels.

Appended hereto follows the customary series of tabular statements showing the business of the registration department in detail, yet condensed.

Thanking your honorable Board for the many courtesies shown this department, I remain,

Yours very respectfully,

Louis Wagner, Registrar.

## Ехнівіт А-1.

## "Trial Balance" Table for the Year.

	Corn.	Oats.	Rye.	Barley.	Total,
2, 745, 475 693, 636 735, 685 1, 057, 066 990, 013 483, 837 99, 455 920, 679 739, 168 208, 728	433,625 278,513	11,897 289,170 8,108	32,537 680 10,732	, 170	334,751
	7,099,340	2,562,281	432,607	189, 452	19,904,146
12, 141, 136 1, 442, 130 3, 218, 788 2, 566, 848 3, 579, 479 1, 236, 148 385, 975 432, 017 1, 965, 443 679, 605 5, 567, 855 358, 897 145, 901	2, 295, 061 3, 077, 391 561, 182 6, 978, 943	3, 671 393, 228 103, 407 504, 014 5, 509	23, 663 84, 757	12, 424 1, 069, 168	5, 899, 676 8, 086, 633 3, 690, 063 2, 012, 946 2, 754, 392 3, 992, 636 1, 965, 443 1, 380, 281 14, 204, 787 364, 406 145, 901
	30,301,403	0,110,903	440,400	1,010,000	54,070,507
485, 430 1,352,696			78,893 680	39,301	39,951,900 18,659,887 6,981,766 10,768,254 4,894,741 2,845,687 3,347,878 5,391,678 2,704,611 1,715,032
6,514,579 358,897 145,901	8,042,107	5,509			16,809,392 364,406 145,901
917, 324 212, 956 1,112, 772 1,741, 074 406, 047 3,559, 408 320, 905 145, 901	2,642,912 3,119,460 665,419 7,837,635	15, 568 583, 612 101, 816 865, 753 5, 509	72,586 187 4,733 102,284	35,908 35,908 7,457 1,042,909	5,565,638 9,047,136 3,178,132 1,996,886 2,979,930 4,816,031 1,741,074 1,185,472
	483, 837 99, 455 920, 679 739, 108 208, 728 946, 724 946, 724 946, 724 11, 141, 798 11, 442, 139 32, 166, 842 11, 236, 143 11, 236, 143 11, 236, 143 11, 236, 143 13, 236, 143 143, 143, 143 143, 143, 143 148, 14	2, 445, 476 2, 369, 744 633, 636 1, 145, 907 1355, 685 1, 145, 907 1355, 685 1, 145, 907 1363, 685 1, 145, 907 1363, 685 1, 145, 907 1369, 616 1, 145, 907 137, 145, 145, 145, 145, 145, 145, 145, 145	2, 43, 46, 2, 30, 43, 307, 92, 62, 63, 63, 61, 145, 907, 188, 148, 148, 148, 148, 148, 148, 148	2, 141, 798	2,44,476   2,567,44   597,082   125,561   16,902   8,908   175,085   171,287   168,148   6,970   8,908   110   9,685   171,287   168,148   6,970   6,908   110   9,685   171,287   171,877   67,028   5,708   170,708

#### Exhibit A-1.—Concluded.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Balance on hand Oct, 31, 1893. Armour's A, B and Annex, C, D, E and F. Central A and B. Santa Fe. Wabash and Indiana Alton. Action. Santa Fe. Wabash and St. Cock I Sland A. Gock I Sland B. Sational and St. Louis Pacific B. Neely. Fullon and St. Paul Hess A. Swanell.	2,955,171 37,992	450,728 285,567 326,361 7,802 85,774 236,444 2,776 201,472	558, 371 53, 357 1, 134 820 5, 211 98, 786 9, 699 36, 868	24,858 766 8,244 21,041 6,307 493 29,662 46,387	18,807 110 12,086 3,393 5,137 158,505	2, 108, 72 1, 416, 72 1, 721, 11 1, 716, 61 848, 80 367, 94 963, 53 529, 56 3, 461, 40 37, 99

#### Ехнівіт А-2.

## Receipts into Store-Winter Wheat by Rail.

Warehouses.	3 White	4 White	2 Hard	3 Hard	2 Red	3 Red	4 Red	No grade	Total:
Armour A. B and Annex C.D.E & F Central A and B. Santa Fe. Wabash & Indiana. Alton. Rock Islan   A. Rock Islan   B. Nation'   & St.Louis Pacific B. Neely. Air Line, Galena, Iowa, City, Union, Fulton & St. Paul Hess A	2,338 2,576 575 5,436  3,008	2,639 866  499 2,865 		98,734 1,892,300 262,435 570,032 9,191 38,499 16,971 201,694 86,874	135,033 387,574 85,571 53,256 181,779 135,748 481,253 55,539	261, 814 908, 471 561, 595 31, 667 69, 503 217, 839 17, 245	58, 276 37, 720 116, 091 74, 210 3, 798 13, 998 32, 299 96, 517 143, 859	2, 209 12, 457 668	1, 049, 569 3, 106, 825 2, 130, 781 1, 742, 132 481, 249 224, 802 327, 657 557, 333 363, 206 2, 153, 395 55, 539
Total	14,387	8,179	1,877,750	4,824,804	3,552,640	3,025,707	613,623	15,334	13,931,924

## Ехнівіт А-3.

## Winter Wheat by Canal.

	2 Hard	3 Hard	2 Red	3 Red	Total
Warehouses,	rd	7d.			
Armour A, B and Annex C, D, E and F Central A and B Wabash & Indiana	32,960 66,000	6,704 15,220	12,25 <b>2</b> 79,634	7,734 16,544 71,037 182,952	19,986 135,842 152,257 222,914
Alton National & St. Louis Air Line, Galena, lowa, City, Union, Fulton & St. Paul	5,772	8,644 5,483			26, 355 26, 937
Total	104,732	36, 051	159,241	278, 267	578,291

#### Ехнівіт А—4.

#### Shipments-Winter Wheat.

Warehouses.	2. White	3 White	4 White	1 Hard	2 Hard	3 Hard	2 Red	3 Red	4 Red	No grade	Total
Armour A, B & Annex C, D, E and F. Central A & B. Santa Fe. Wabash & Ind Alton. Rock Island A. Rock Island A. National & St. L Pacific B Neely. Air Line, Gal. Lowa, City,	1,520 3,713	6,207 12,440 709 10,067	1,976 1,324  1,029	1,643	68,720 483,531 175,209	148, 268 2, 057, 664 334, 047 553, 964 60, 421 118, 485 143, 421 285, 982	13,950 27,953 5,926	643, 524 401, 153 1, 378, 075 838, 935 133, 699 60, 819 793, 376	163,515 75,110 14,486 20,224 81,407	98 13,136	1,077,582 2,782,371 1,988,920 1,979,493 386,167 209,136 1,054,594 735,765
Union, Fulton & St. Paul Hess A			665	2,226	449,686	1,330,960	90,877 55,038		153,668		2,089,537 55,038
Total	5,233	34,866	10,901	3,869	2,747,366	5, 654, 074	475,598	5,000,017	885, 223	35,212	14, 852, 359

### Ехнівіт А—5.

#### Receipts into Store—Spring Wheat by Rail.

Warehouses.	2	3	4	No. grade	2 White	9 White	2 Mixed	3 Mixed	1 Northern.	Total
Armour A, B and Annex C, D, E & F Central A and B. Santa Fe. Wabash & Indiana. Alton. Rock Island A. Rock Island B. National & St. Louis Pacific B Neely. Alr Line, Gal, Ia, C'v. Uni'n, Fuit, & St. P. Hess A. Swapel!	6,177, 373 99, 118 13, 829 54, 366 880, 554 322, 705 147, 943 78, 005 1,169, 316 248, 766 1,084, 681 303, 358 145, 901	89,563 97,470 118,774 181,764 369,458 10,821 231,529 13,097	1,926 12,949 65,916 2,036 14,261 33,307	1,176	675	92,541 270,977 62,736 2,409 2,114 7,781 19,971	1,490	2,440 4,229 945		191, 293 111, 963 283, 810 1,399, 211 754, 899 161, 173 78, 005 1,408, 110 289, 918

#### Ехнівіт А—6.

#### Spring Wheat by Canal.

Warehouses.	22	Co	3 White	3 Mixed	1 Northern.	Total
Armo'r A, B & Ann'x C, D, E & F Central A and B. Alton Neely. Air Line, Galena, Iowa, City, Union, Fulton & St. Paul Total.	168.511	31,031 10,002		5, 219 5, 384 8, 603	17,970	65, 426 215, 222 26, 481 1, 670, <b>2</b> 34

#### Ехнівіт А—7.

#### Shipment-Spring Wheat.

Warehouses.	2 Hard	1 Northern.	2	ω :	4	No grade	2 White	3 White	2 Mixed	3 Mixed	Total
Armour A, B & An'x.C. D, E & F. Central A and B. Santa Fe. Wabash & Ind. Alton Rock Island A. Rock Island A. Rock Island B. National & St. L. Pacific B. Neely. Air Line, Gal'na, Ia, City, Union, Fulton & St. P. Hess A. Swanel	600		197, 091 34, 130 58, 178 709, 341 641, 746 265, 867 145, 901	95,000 137,764 222,586 387,000 3,219 287,689 44,585 751,381	225 14,240 65,916 3,546 25,567 35,378	2,620	675 2,663	1,400 664 92,541 383,398 106,481 601 2,527 25,933 30,325	3,504	3,690 5,219 3,041 4,229 6,937	105,597

Ехнівіт А—8.

# Receipts Into Store—Corn by Rail.

le. Totals.	19 281,422 10,141,151 2,157,651 3,192 639,569 2,295,61 2,295,61 6,829,278 6,829,278 6,829,278 6,829,278	-
No Grade.		
4		
00	2,531,872 728,622 457,988 544,455 123,923 350,838 163,287 164,258 1,642,258 6,629,887	
63	11, 394, 846 2, 801, 690 866, 985 866, 985 2, 364 1, 380, 235 828, 821 2, 798, 128 2, 798, 128	
3 White.	586, 672 91, 908 967, 348 967, 348 98, 788 10, 489 10, 489 10, 489 10, 489 10, 489 10, 489 10, 489 10, 580 10,	-
2 Yellow, S Yellow, 2 White. S White.		
3 Yellow.	692,504 1,108,144 302,413 1,074,910 29,814 98,076 292,584 732,612 732,612 4,371,006	
2 Yellow.	4, 109, 246 4, 429, 040 667, 361 1, 156, 408 130, 879 376, 214 920, 235 126, 126 1, 448, 710 13, 365, 072	
Warehouses.	Armour A. Band Annex C. D. E and F Central A and B. Santa	

142

#### Ехнівіт А—9.

#### Corn by Canal.

Warehouses.	2 Yellow	3 Yellow	2 White	2	3	4	Total.
	:		:			٠	
Armour, A, B and Annex C, D, E and F Wabash and Indiana National and St. Louis	30, 099 47, 927 47, 080	36, 171	8,341	508, 363	55, 195 62, 693	5,964	325,182 207,800 619,969
Neely Air Line, Galena, Iowa, City, Union, Ful- ton and St. Paul	43, 464	1,155		4,043 105,046			4,043 149,665
Totals	168,570	<b>47</b> , 559	10, 174	928, 262	146,130	5,964	1,306,659

Ехнівіт А—10.

# Shipments—Corn.

	143	
Totals.	20,854,568 11,109,330 2,305,589 5,379,847 25,395 798,884 2,642,912 3,119,460 665,419	54,739,034
New No Grade.	161,566 390,217 358,808 56,933 17,008 17,008 17,008 16,939 16,939 16,939 16,939	3,304
New 2	6 904 3 3,133 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1,037
4	:	1,125,312
ဧာ	2, 734, 706 742, 045 433, 663 667, 033 667, 033 115, 425 411, 018 230, 975 1, 696, 643	24,544,574 7,163,040 1,125,312 4,037
63	12, 399, 036 3, 055, 578 91, 457 10, 595 11, 589, 71 11, 589, 71 11, 589, 71 12, 589, 77 13, 587 11, 589, 71 13, 587 11, 589, 71 12, 589, 77 13, 587 11, 589, 71 11, 589, 77 11, 589, 78 11, 589, 78 12, 589, 78 13, 589, 78 14, 589, 78 15, 589, 78 16, 589, 78 17, 589, 78 18, 589, 78	
3 White.	47, 391 176, 218 20, 269 81, 675 4, 928 27, 204 15, 519 12, 552	385, 756
2 Yellow, 3 Yellow. 2 White. 3 White.	358, 546 1, 025, 439 105, 939 570, 379 205, 520 17, 696 107, 464	2,470,134
3 Yellow.	715, 178 1, 091, 748 306, 186 1, 200, 595 1, 200, 595 278, 557 278, 557 766, 106	4,554,857
2 Yellow.	4, 433, 110 4, 677, 216 577, 236 1, 526, 369 142, 238 384, 386 980, 760 149, 521	14, 488, 020
Warchouses.	Armour A, B and Annex C, D, E and F Santa R, Santa B, San	Totals

Exhibit A—11.

Receipts into Store—Oats by Rail.

Warehouses.	2 W	hite.	3	White.	2	3	No Gr'd.	Total.
Armour A, B, & Annex, C, D, E & F.	2	99, 213		785,268	634,085			
Central A and B. Santa Fe. Wabash and Indiana.		$02,288 \ 3,308 \ 46.891$	١.,	909,973	2,637,347 249,093			4,247,736 252,401 1,146,746
Alton				5,030 928	31,291			36,321 18,907
Rock Island B National and St. Louis		43,630		1,467 24,518	2,204			3,671
Neelv				16,198	68,551	18,658		103, 407
Union, Fulton and St. Paul Hess A		24, 061		353,910 5,509	88,814			493,193 5,509
Totals	1,1	19,391	2	2,147,150	4,750,696	292,126	2,301	8,311,664

#### Ехнівіт А—12.

#### Oats by Canal.

Warehouses.	2 White.	3 White.	2	3 .	Total.
Armour A, B, and Annex, C, D, E, and F Alton National and St. Louis. Air Line, Galena, Iowa, City, Union, Fulton and St. Paul	51,009	5,608 59,882		6 831 5,193	44,080 154,426

#### Ехнівіт А—13.

#### Shipment—Oats.

Warehouses.	2 White.	3 White.	2	3	No Gr'd.	Total.
Armour A, B & Annex, C, D, E & F. Central A and B. Santa Fe. Wabash and Indiana. Alton. Bock Island A. Bock Island B. National and St. Louis. Neely	3,308 250,008 10,920 323 133,960	896, 784 828 62, 254 11, 671 16, 344 1, 780	2,688,716 350,884 1,057,347 193,290 110,908 13,788 252,193	202,856 12,172 10,613	2,301	4,293,815 367,192 1,380,252 215,881 127,575
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul Hess A	29,689	433,662	370,978	31, 424		865,759 5,509 10,458,759

### Exhibit A—14. Receipts into Store—Rye by Rail.

Warehouses.			Total.
Armour A, B and Annex C, D, E and F Central A and B. Wabash & Indiana. Alton. Rock Island A Rock Island B St. Louis Neely. Air Line, Galena and Iowa, City, Fulton, Union & St. P Santa Fe. Total.	25,813 7,142 17,847 50,143 45,862 23,663 74,708	5,438 5,190 5,208 494 1,522 766	 55,351

#### Ехнівіт А—15.

#### Rye by Canal.

Warehouses.	2	Total.
Alton	3,944 8,344 12,288	

#### Ехнівіт А—16.

#### Shipments-Rye.

Warehouses.	2	©	No grade	Total.
Armour A, B, C, D, E and F. Central A and B. Wabash & Indiana. Alton Bock Island A. Bock Island B. St. Louis Neely Air Line, Galena, Iowa, City, Fulton, Union & St. Paul Santa Fe.	12, 625 22, 865 77, 963 93, 721 72, 586 65 1, 536 88, 399	10,730 25,081 5,190 7,617 122 3,197 13,702	183	208,591 23,355 47,946 83,153 101,338 72,586 4,733 102,284 14,822 658,995

## Exhibit A—17. Receipts into Store—Barley by Rail.

Warehouses.	2	3	4	5	No grade.	Total.
Armour A, B and Annex, C, D, E and F. Central A and B. Santa Fe		150,888 49,130	1,371 5,421	145		152, 259 54, 696
Wabash and Indiana			446			446
Rock Island A Rock Island B National and St. Louis		33,770 557	27,792 22,772	808		62, 981 23, 329
Neely Air Line, Galena, Iowa, City, Union,			934	8,722	2,768	12,42
Fulton and St. Paul	16, 194	831,666	194,361	26,370	577	1,069,168
' Total	16,194	1,066,011	253,097	36,045	3,956	1,375,303

### Exhibit A-18. Shipments—Bailey.

Warehouses.	2	3	4	5	No grade,	Total.
Armour A, B and Annex, C, D, E and FCentral A and BSanta Fe	25,884	43,245	1,612			
Wabash and Indian			446			446
Rock Island A Rock Island B National and St. Louis.	876	25,564 15,653	24,782 19,379			51,765 35,908
Air Line, Galena, Iowa City Union.			933	6,524		7,457
Fulton and St. Paul	1,321	821,821	202,496	17,271		1,042,909
Total	28, 081	1,009,876	251,019	26,354	611	1,315,941

# Exhibit B-1.

Warehouses of Chicago during the year ending October 31, 1893, and number of said Cars and Canal Boats, Warehouse Receipts for the contents of which have not been Registered. Showing the Number of Cars and Canal Boats from which Grain was received into the several Public

r not ered,	Canal boats	5.2 5.4 6.1 8.2 8.2 8.2 8.2 7.7 7.7 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	=
Number not Registered,	Cars	52 53 890 801 108 108	775
ived.	Vessels and canal boats	271 322 347 49 146 110	096
Number Received.	Cars	20, 43, 43, 43, 43, 43, 43, 43, 43, 43, 43	121,728
	Name of Warehouses.	Armour A, B & Annex, C, D & Annex, E, F & Swanell. Oberiral A and I & Bad Annex. Air Line, Gatena, Iowa, Fulton, City, Union and St. Paul. Neck Island A. National and St. Douls. Pational and Hess A. Sanda and Hess A. Sanda Bealing B. Sanda Bealing B. Sanda B.	
Numb	per of Ware-	\$200 manananan	87
	Name of Pirms.	Armour Elevator Co- central Elevator Co- central Elevator Co- City of Chicago Grain Elevators (Limited) Chias, Counselman & Co. Chicago Elevator Co- National Elevator and Dock Co- Chicago and Puellie Elevator Co- Sanar & Elevator and Dock Co- Signa & Bellevator and Dock Co- Illinois Trust and savings Dank A. Co. Davis	Total

#### Ехнівіт В-2.

#### Showing the Number of Cars of each kind of Grain Received into the several Public Warehouses.

Warehouses.	Winter.	Spring,	Corn.	Oats.	Rye.	Barley	Total.
Armour A, B and Annex, C, D and Annex, E and F. Central A and B. Santa Fe. Wabash and Indiana Alton. Bock Island A. Bock Island B. Mational and St. Louis. Neely. Pacific B. Air Line, Galena and Iowa, Fulton, City, Union and St. Paul. Hess A. Swanell. Total	2,745 1,658 4,607½ 3,382 2,325 664 833 539 540 740 2,800 83	10,845 311½ 164 366 1,949 1,033 223 139 145 1,631 2,551 391 207	27,510 15,181½ 3,559 6,357 4 978 3,428 3,992 609 20 9,862	1,639 3,766 211 625 17 . 3 205 73 	268 61 15½ 13 1 79 57 34	220 91 1 70 34 17 1,397	43, 227 21, 069 8, 557 10, 744 4, 814 2, 814 4, 078 4, 875 1, 718 2, 391 17, 227 480 207

# Ехнівіт В—3.

houses of thicago, from 1883 to 1893, both inclusive, and of the Number of Cars, Canal Beats and Vessels from which such Grain was received; also, the Number of Bushels Shipped from the Public A Comparative Statement of the Amount of Grain Annually Received into Store by the Public Ware-Warehouses during said time.

1893.	94,676,987 91,547,190 121,728 874 86
1892.	109, 868, 202 99, 817, 131 154, 085 796
1891.	93, 626, 654 94, 027, 521 140, 941 331
1890.	86, 015, 478 85, 895, 930 125, 502 6
1889.	98, 635, 862 101, 706, 230 148, 534 465
1888.	78, 595, 602 73, 708, 947 119, 644 1
1887.	68,543,823 75,754,811 108,402 522
1886.	62, 022, 522 61, 747, 078 103, 597 1 103, 506
1885,	51,175,511 46,178,593 90,401 467
1884.	57,550,974 59,432,864 103,238 1
1883.	78, 724, 751 73, 307, 290 143, 946 10
	Bushels received Bushels shipped. Number of cars. Number of canal boats. Number of vessels.

# Ехнівіт В—4.

A Statement Comparing the Number of Cars Annually Inspected on Track, from 1883 to 1893, both inclus ve, with the Number Received into Store during the same Years.

. 1893.	320,572 271,041 154,085 121,728	166, 487 149, 313
1892.		
1891.	277,216	136,275
1890.	272,956 125,502	147,454
1889.	249,883	101,249
1888,	211,818 119,644	92, 174
1887.	189,130 108,402	80,728
1886.	201,103 103,957	97,146
1885.	212, 270	121,866
1884.	210,822	167,589
1883.	235, 213 143, 946	91,267
	Inspection on track	Inspected but not stored

#### Exhibit C-1.

Showing the Number and Disposition of Appeals from the Decision of the Grain Inspection Department to the Committee of Appeals, during the year ending October 31, 1893.

	Insp	ECTIO	n Sua	STAIR	NED.	Ins	PECTI	on Ci	IANG	ED.
DATE,	Wheat	Corn	Oats	Куе	Total	Wheat	Corn	Oats	Вуе	Total
November, 1892. December, December, January, 1893. February, March, April, May, June, July, August, September, October, Totals.	76 59 34 19 198 377 10 1 4 3 25 5	5 9 177 100 13 3 111 4 1 1	16 11 4 4 14	1 2 2 5	78 64 43 37 208 378 13 20 9 6 27 9	36 28 7 19 46 192 7 2 3 3 5 12 13	8 10 19 6 1	1 2 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3  1  4	37 41 18 44 52 194 7 7 14 5 7 13 13

Note-In addition to the above cars, there were 5 canal boats of corn and 2 of oats sustained, and 2 canal boats of wheat changed.

#### Ехнівіт D.

Storage Capacity of Chicago Elevators of Class "A" at date of this report.

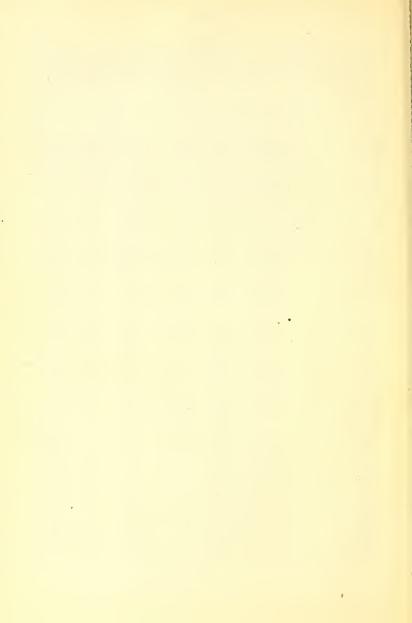
Armour A. Chicago, Milwaukee & St. Paul. Armour B and Annex Chicago, Milwaukee & St. Paul. Armour C. (Chica, O, Burlington & Quincy. Armour D and Annex Chicago, Burlington & Quincy. Armour E. Chicago, Burlington & Quincy. Armour F. Chicago, Burlington & Quincy. Central A. Illinois Central. Central B and Annex Illinois Central. Santa Fé Atchison, Topeka & Sauta Fé. Wabash. Wabash, St. Louis & Pacifi- Indian Wabash, St. Louis & Pacifi- Indian Chicago, Alton & S. Louis.	4,250,000 1,500,000 2,300,000 1,250,000 800,000
Rock Island A Chicago, Rock Island & Pacific. Rock Island B Chicago, Rock Island & Pacific. Air Line. Chicago & Northwestern (Galena Divi Galena Chicago & Northwestern (Galena Divi Lowa Chicago & Northwestern Galena Divi Lowa Chicago & Northwestern Chicago Lowa Chicago & Northwestern Canal Ratlroads and Canal Ratlroads and Canal	1,000,00 1,100,00 1,100,00 1,500,00 1,500,00 1,500,00 1,550,00 1,250,00 1,000,00 1,000,00 1,500,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00 1,000,00

In addition to the above, the Swanell Elevator, with a capacity of 150,000 bushels, was made regular from April, 1,1893, to Jury I, 1893, and cleared through the Armour Elevator Company. Also, the Hess Elevator A, with a capacity of 500,000 bushels, was made regular April 1, 1893, for a time, and cleared through the Pacific B.

#### Ехнівіт Е.

Showing the Amounts of the Different Kinds of grain and the Total Amount in Store in Public Warehouses of Chicago, at the close of each Week during the Year ending October 31, 1893.

					1	
Date,	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1892. November 5 November 12 November 19 November 26	10,135,968 10,333,707 10,009,671 10,040,090	7,047,849 6,843,270 6,368,032 5,339,594	2,374,797 2,364,717 2,472,717 2,556,146	407, 155 430, 475 438, 845 427, 011	186 950	20, 149, 422 20, 159, 119 19, 399, 753 18, 448, 059
December 3	10,357,176 10,706,192 11,057,338 11,259,459 11,751,349	4,845,940 4,580,954 4,567,097 4,848,574 5,049,254	2,561,406 2,410,911 2,450,500 2,520,414 2,554,277	428, 601 432, 693 427, 844 418, 064 394, 705	42, 151 51, 728	18, 248, 443 18, 195, 571 18, 544, 930 19, 098, 239 19, 808, 187
January 7. January 14. January 21. January 28.	12,356,981 12,793,546 13,328,616 13,956,215	5,358,518 5,594,583 5,640,274 5,795,246	2,573,131 2,503,904 2,453,659 2,453,154	382,464 378,647 377,166 355,538	53,620 51,869	20,730,208 21,524,300 21,851,584 22,611,046
February 4February 11February 18February 25	14,253,996 14,325,797 14,528,865 14,538,222	6,102,350 6,445,499 6,618,918 6,661,149	2,467,828 2,427,147 2,283,897 2,217,132	363, 856 365, 192 377, 128 376, 579	48,035	23, 238, 923 23, 611, 670 23, 856, 843 23, 839, 850
March 4 March 11 March 18 March 25.	14,907,755 15,196,985 15,382,406 15,732,827	6,570,283 6,432,087 6,111,261 6,036,697	2,204,958 2,206,956 2,203,342 2,148,846	381,114 383,848 421,298 437,911	54,916 62,080	24,110,878 24,274,792 24,180,387 24,418,608
April 1	16, 128, 460 16, 707, 430 17, 344, 064 18, 155, 925 18, 612, 115	5,588,728 5,27±,603 5,006,854 4,371,752 3,522,286	2,105,444 1,942,322 1,628,727 1,538,851 1,235,708	409,596	51.409	24,318,350 24,412,705 24,448,927 24,497,207 23,788,668
May 6 May 13 May 20 May 27	19,051,867 19,818,252 19,882,857 20,292,937	2,622,251 1,915,087 1,282,118 1,304,850	456,991 587,679 537,788 597,130	152,643	13,199 12,361	22,433,693 22,499,285 21,867,767 22,339,580
June 3 June 10 June 17 June 24	20,661,954 20,061,036 19,583,284 19,492,750	2,433,869 2,892,666 2,157,506 1,669,852	794,613 610,285 281,618 293,224	127,276 130,800 111,968	10, 292 7, 627 7, 019	24,051,064 23,701,555 22,160,835 21,574.813
July 1. July 8. July 15. July 22. July 29.	19,342,976 19,361,727 19,380,280 19,268,308 19,134,794	2,324,405 2,087,599 1,730,604 1,935,745 1,935,111	366,509 357,235 217,280 241,655 177,427	107,708 109,170 83,382 54,582 53,806	5,928 5,928 5,928 1,599 1,599	22, 147, 526 21, 921, 659 21, 417, 474 21, 501, 889 21, 302, 737
August 5 August 12 August 19 August 26	18,860,806 18,497,193 18,306,273 18,331,454	1,570,766 1,512,085 1,159,4 6 1,232,961	353, 900 353, 990 573, 747 755, 356	91,264 104,968	39,247 1,599	20, 851, 356 20, 493, 729 20, 146, 013 20, 441, 766
September 2 September 9 September 16 September 23 September 30	18,449,118 18,509,826 18,578,015 18,926,902 19,237,109	1,802;446 2,200,432 2,213,364 2,753,829 3,960,722	928, 192 804, 498 928, 102 850, 851 800, 852	149,699 159,034 168,736	1 709	21,315,655 21,666,164 21,884,205 22,741,333 24,337,184
October 7	19, 132, 649 19, 020, 405 19, 004, 246 18, 983, 228	2,761,349 2,889,287	1,043,999 924,512 842,979 785,640	207, 205 213, 868	137,745 259,532	23,720,816 23,051,216 23,209,912 22,849,248



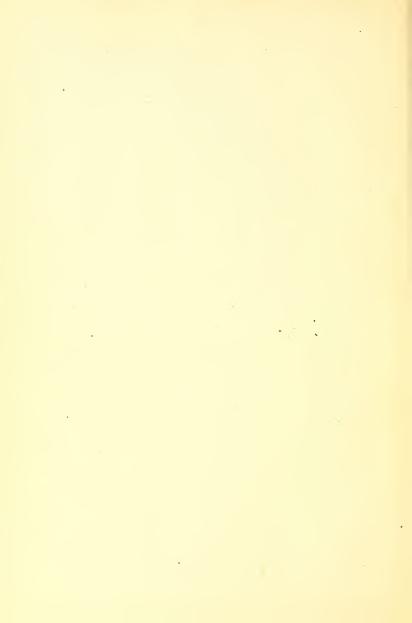
#### RULES OF PRACTICE

IN

#### ALL CASES AND PROCEEDINGS BEFORE THE COMMISSION.

Adopted by the Railroad and Warehouse
Commission of Illinois.

IN FORCE FROM AND AFTER NOV. 1, 1893.



#### RULES OF PRACTICE.

1

#### REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law, will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter, if necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

 $^{2.}$ 

#### SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interests require it.

3.

#### MEETINGS IN CHICAGO.

The Commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

.1

#### COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent of corporation, society or organization, or other body making the complaint, to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

5.

#### SERVICE OF PETITION.

The Commission will cause a copy of petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail, in its discretion, upon each carrier complained against.

6.

#### ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. Original answers must be filed with the Secretary of the Commission at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

7.

#### SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

8.

#### AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

9

#### EXTENSIONS OF TIME.

Extensions of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

10.

#### STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

11.

#### HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

19

#### WITNESSES AND SUBPOENAS.

Subpoenas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpoenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said applications show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

13.

#### PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit, for the consideration of the Commission, proposed findings embracing the material facts and propositions of law claimed to be established by the evidence.

14.

#### PRINTING OF PLEADINGS.

For convenience in reading and filing, it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

15.

#### COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the commission shall prescribe.

Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

16.

#### ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

17.

#### QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come before the Commission, and if no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which time the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he s all, so far as practicable, advise all interested parties by letter, or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

18

#### MANNER OF CONDUCTING CASES.

In all contested cases, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by counsel or other representatives.

19.

#### PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable.

20.

#### CONFLICT OF RULES.

These rules shall not in any way conflict with the rules of practice in crossing and interlocking cases—heretofore adopted by the Commission—but shall be supplemental thereto.

Note.—For the convenience of those having business with the Commission, we have included under the same cover the rules of practice and forms in crossing and interlocking cases heretofore adopted by our predecessors, also forms to be used in other asses, which the Commission desire shall be used in all cases. Blank forms will be furnished free of charge upon application to the Secretary.

### FORMS. No. 1.—Complaint against Carrier.

A. B.
TheRailroad Co.
The petition of the above named complainant respectfully shows:
I. That (here let complainant state his occupation and place of business.)
II. That the defendant above named is a common carrier engaged in
the transportation of freight and passengers by railroad, and as such common carrier, is subject to the laws of the State of Illinois.
III. That (here state concisely the matters complained of.)
Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the Commission will make such order in the premises as may seem meet.
Dated at, Illinois, day of, A. D. 18
A. B. Complainant's Signature.
State of Illinois, (ss.
County.
A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.
A. B.
Subscribed and sworn to before me this day of, A. D. 18  C. D., Justice of the Peace.
(Or other officer authorized to administer oaths.)
FORMS.
No. 2.—Answer.
The
The above named defendants for answer to the complaint in this pro-
ceeding respectfully states:
I. That (here follows the usual admissions, denials and averments.)
Wherefore the defendant prays that the complaint be dismissed.
The Railroad Co.  By E. F. (Title of Officer.)
State of
County of
E. F., being duly sworn, says that he is the of the
E. F. Subscribed and sworn to before me this day of, 18
C. D., Justice of the Peace. (Or other officer authorized to administer oaths.)
(or other onion authorized to administer outflish)

#### INTERLOCKING DEVICES.

STATUTORY PROVISIONS AND RULES GOVERNING SAME,

#### STATUTORY PROVISIONS.

Act relating to crossings on the same level; approved June 3, 1887, in force July 1, 1887.

AN ACT in regard to the dangers incident to railroad crossings on the same level,

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw-bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, work or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: Provided, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.

§ 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

Approved June 3, 1887.

Illinois Interlocking Act, approved June 2, 1891.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other

safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

- § 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said Commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.
- § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.
- § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit

empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regu ations as may be in force, or may thereafter be adopted by the said Commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

- ₹ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.
- § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the Secretary of said Commission.
- ₹ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: Provided, that this section shall not apply to switch, spur or side tracks.

For the Information of Railroad Officials:

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking.

Filing of petitions.

All etitions for examination of interlocking devices must be filed with the Secretary of the Commission, and all communications in relation thereto addressed to the Commission at Springfield, Illinois, through its Secretary.

INFORMATION TO BE FILED WITH SECRETARY OF THE COMMISSION WITH PETITION FOR INSPECTION OF ANY INTERLOCKING PLANT.

Ι.

Request for approval of ing plant, general plan as per the requirements of article II should be submitted to the Secretary, which if found satisfactory, will be approved. On completion of plant, information required in articles III and IV must be filed with the Secretary with request for inspection.

II.

A petition for the inspection of any interlocking plant, under the acts of 1887 and 1891, must be accompanied by a complete plan in duplicate, showing the location of all main tracks, sidings, switches, cross-overs, and spurs, together with the position of all switch points, signals, detector bars, locks, tower, etc., the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of not less than one hundred feet to one inch.

Plan.

The method of handling traffic on each track must be shown, and the grade on same indicated per one hundred feet. The number of lever operating each switch, signal, detector bar or lock must be marked on plan at such switch, signal, detector bar or lock. The plan must show all tracks included within the limits of interlocking.

#### III.

A complete diagram of locking must be furnished with pe-Diagram of tition for inspection of any plant. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

#### 'IV.

A manipulation sheet showing the combinations necessary Manipulation to be set up for each of the several routes giverned by signals sheet, must be furnished with petition for inspection.

#### V.

Where special instructions are issued for the guidance of em Copy of rules. playes using the tracks within the limits of an interlocking of unusual complicity, a copy of said instructions should be furnished with the petition for inspection.

IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

#### VI.

It being desirable that a uniform system of signals should Style of sigbe used at all interlocking plants, it is recommended that all nals. signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravitation in case of the breakage of connections between the operating lever and the signal. All signals must be provided with a lamp showing front lens properly focused, and a back light, except as hereinafter provided.

#### VII.

The home signal should, when practicable, be located on Home signal. engineman's side of track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the traftic governed by the home signal, the signal must be locked in a horizontal position, showing red or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more from the horizontal, showing a white or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the lome signal post, the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking plants the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

#### VIII.

Distant signals hould be located not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of the semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

#### IX.

Switch indi- Rotating indicators, known as pot or disc signals, should only cators. be used as switch indicators, operating with the switch.

#### X

Dwarf signal. Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. It should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movement becomes necessary, and where necessary in yards.

#### XI.

Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the post on bracket to correspond to the position of the tracks on which movements are to be governed.

#### XII.

General ar
The signalman in the tower should be able to see the arms rangement or the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency.

When the front lights are visible to the signalman in the tower, no back lights should be provided. If from any unavoidable cause the arm or light of any signal cannot be seen by the signalman, a repeater or indicator should be provided in the signal tower.

#### XIII.

Fixed lights The fixed lights in the signal tower should be screened off in tower so as not to be mistaken for the signals exhibited to control the running of trains.

#### XIV.

Derail points on high protects.

Where the grade is level the derail point on high speed main on high protects.

In case of a descending grade toward the crossing, the derail point should be located so as to give the same measure of safety equal to three hundred (300) feet in advance of fouling point on high speed tracks having level grade. Where a single main high speed track of one railroad crosses another railroad

at the same level, and traffic is carried in both directions on each track, then derails should be provided on each side of the crossing in the manner hereinbefore described for high speed main tracks. Guard rails may be required.

#### XV.

On secondary tracks, such as switching, drilling, storage Derail points and low speed tracks, the position of derail point should be any tracks. located so as to give the same measure of safety indicated for high speed tracks.

#### XVI.

When the crossing is made by a switching, drilling, storage Derail for or low speed track with a high speed track moving traffic in main track either direction, the derails on high speed tracks should be secondary located on each side of crossing in the manner first described. track A derail should be located on the s condary tracks on each side of crossing in the manner described hereinbefore for switching, drilling, storage or low speed tracks.

#### XVII.

In case one or more secondary low speed tracks cross each Derails other at grade, each track should be provided with a derail on secondary tracks. each side of the crossing. The distance of derail in advance of crossing should be governed by the character of traffic upon such tracks, provided that the same measure of safety is applied to such crossings as is required for the protection at crossings of high speed tracks.

#### XVIII.

In case a spur, siding or switch connects with the main Derails on track between the derail and the crossing which it protects, spur tracks the star or sidings. the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing regulations.

#### XIX.

In case of double track crossings where the current of traffic Derails on each track is, as a rule in one direction, a derail should be double track provided for back-up movements, and for the further purpose derails. of insuring clearance of crossing before clearance signal can be given on opposing route. The derail should be placed not nearer than one hundred and fifty (150) feet nor more than three hundred (300) feet from crossing.

#### XX.

In mechanical interlocking plants all derails and point Derails -- how switches whether facing or trailing must be worked either by iron or steel pipe not less than one inch in diameter or by an iron or steel rod.

#### XX1.

All slip switches, movable point frogs and derails should be Locks for de-locked either by a separate line of connections from those used rails slip switches to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved pattern. Where the double pointed switch and lock movement is used on main tracks, it should be in connection with bolt lock operated in connection with home signals.

rails, s switches movable point frogs.

#### XXII.

Switch move-

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track.

#### XXIII.

Detector bars. All derails and facing point switches should be protected by detector bars. The detector bars must exceed the greatest distance between the adjacent wheels of the longest car, and in no case should they be less than forty-five (45) feet in length. The first interval of the movement of switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must return the detector bar to its normal position—level with the rail. If detector bar is not worked on switch lever, it must be actuated before the switch is moved in either direction.

#### XXIV.

Detector bars When a crossing is used for drilling with short trains, or at crossings, where trains make station stop on or fouling the crossing, a detector bar may be required at the crossing. In such cases the bar should be interlocked with the movement that operates the derails, to insure a clear crossing before an opposing route can be set or signal be given.

#### XXV.

Arrangement mechanical machine.

In all mechanical interlocking the levers by which points of lever-in and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center, and so arranged as to bring the switch levers and locking levers in the center of the frame. The levers operating home signals should be placed next to levers operating switches and locks, and the levers operating distant signals should be placed on the extremities of the frame following the home signal levers The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, black or yellow.

#### XXVI.

Preliminary locking.

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

#### XXVII.

Locking of levers.

The levers should be so arranged that while the signals are in their normal position, i. e., at Danger, the levers operating points shall be free to move: Provided, howev r, that the preliminary act of reversing any lever shall lock all signal levers

controlling opposing routes. The arrangement of locking must be such as to make it impossible for signalman to lower signal for the approach of a train until he has first set the points in the proper position for it to pass over route governed by such signals. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

#### XXVIII.

Signal towers should be so placed and of such height as to Signal towers afford the best possible view of the functions of the interlocking plant.

#### XXIX.

Each line of pipe operating points or signals must be auto- Automatic matically compensated. Such automatic compensators must be compensalocated at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

#### XXX.

All pipe compensators and cranks must be fixed on suitable Foundation foundations. pensators and cranks.

#### XXXI.

In case there are cross-overs, turn-outs or other connecting General retracks involved in the general system, the movement of cars quirements, and trains upon which present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the peimit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between cars or trains of different roads, it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such in-creased collateral dangers in the same complete manner that is required in the case of the main crossing. The material is required in the case of the main crossing. The material and workmanship must be in all respects first-class, and the entire plant must be constructed in accordance with the best practice in signaling, and the plant as a whole must, when finished, be complete and perfect, and in every way fit for the purpose of its construction.

#### XXXII.

Inspection for issue of permit will not be made until the Plant to be entire plant is completed, connected and operated under orders when to hold home signal against trains until they have made a full spe tion stop for crossing or junction governed by such signal. And in requested. no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission.

#### XXXIII.

In case any company desires to make any change in the me-Changes chanical construction, arrangement or location of any plant plant now or hereafter operated under permit from the Railroad and sued. Warehouse Commission, or any of the parts of such plant, a

new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such plant as changed or amended, and any such change made without new permit being procured in pursuance of this rule, or any change made by any company in the manner of moving traffic within limits of the plant, not contemplated at the time any permit was obtained will be deemed *ipso facto* to work a forfeiture of the original permit.

RICHARD P. MORGAN, DWIGHT C. MORGAN,

Consulting Engineers.

#### RULES OF PRACTICE

IN

#### CROSSING AND INTERLOCKING CASES.

I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission, on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or a legal holiday, then the meeting shall be held upon the day following.

#### II.

If no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearings shall be proceeded with in the same manner as they would, had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance, that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

#### TTT

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition, such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager a copy of the petition; but a failure by defendant to receive the latter shall not be taken as a failure of notice.

#### IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such next regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

#### $\mathbf{V}$ .

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the Commission instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation: but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

#### VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

#### VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

#### VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commissi n, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

#### IX.

Every case which may for any reason remain upon the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Secretary will enter an order to that effect, in such case, without specific action or instructions by the Commission.

#### Χ.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpenas for witnesses in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpenas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

#### XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

expressly reserved in the final decree or order of the Commission.
XII.
The petition mentioned in section 1 of the act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:
To the Railroad and Warehouse Commission of the State of Illinois:  The Rail Company represents that it owns and operates a certain railroad extending from town, within the State of Illinois; that the main track of said railroad crosses at grade the main track of the Rail Company in the county of Rail Company; that petitioner desires to unite with the said Rail Rail Rail Company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same; that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and makes said plat
a part of this petition.
***************************************
***************************************
***************************************
In consideration of the premises, petitioner prays this Commission to give notice to the said
Petitioner.
Its Solieiton

#### XIII.

The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:
Office of the Railroad and Warehouse Commission of the State of Illinois.  To the
You are hereby notified that on the
in the county of, in the State of Illinois, in pursuance of an act of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads," etc.; and you are hereby further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission in the State House, in the city of Springfield, Illinois, on, the
day of
XIV.
The citation provided for in section 2 of said act of 1891, may be in substantially the following form:
Office of the Railroad and Warehouse Commission of the State of Illinois.  To the
WHEREAS, facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cause to believe that the grade crossing between the main tracks of the Rail Company and the Rail Company, situated In the county of In the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the
General Assembly entitled, "An act to protect persons and property from danger at the crossing and junctions of railroads," etc., approved June 2, 1891;

Rail
the seal thereof, at Springfield, Illinois, this
Secretary.
XV.

The form of notification to be given in cases arising under the act of 1889, concerning crossings, may be in substantially the following form:

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Secretary



## RULES

ADOPTED BY THE

## RAILROAD AND WAREHOUSE COMMISSIONERS

For the Administration of the Departments of Grain Inspection and Warehouse Registration in the City of Chicago, and for the Government of the Committee of Appeals.

IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.



## RULES

Prescribed by the Board of Railroad and Warehouse Commissioners for the Administration of the Departments of Grain Inspection and Warehouse Registration in the City of Chicago, and in Force from and after September 1, 1893.

## Rule I.—Office Hours.

The offices of the Chief Inspector of Grain and the Warehouse Registrar for the City of Chicago shall be open for business at 8 o'clock A. M. from the 15th day of April to the 15th day of November and at 9 o'clock A. M. during the remainder of the year, and shall be kept open for business until 5 o'clock P. M. during the entire year.

#### Rule II.—Books and Records,

The said Chief Inspector shall keep a set of books in which shall be entered an accurate account of all grain inspected, showing the quantity and quality of each variety, the amount of inspection fees chargeable thereon, by whom payable and the amount collected; which books shall be open at all times to the inspection of the Commissioners. He shall also keep books of record of the inspection, accurately describing the separate lots of grain inspected, and shall, on application, furnish the Warehouse Registrar with such information as may be necessary to enable that officer to keep a record of all grain inspected into and out of all warehouses of Class "A."

#### Rule III.—Duties of the Chief Inspector.

The said Chief Inspector shall have a general supervision of all assistant inspectors and employés of his department, and enforce all laws, rules and regulations pertaining thereto, and shall report promptly if, in his opinion, the services of any employé can properly be dispensed with. It shall be his duty to assign all assistant inspectors to their respective posts and to change the assignment of all third assistant inspectors at least every sixty days if, in his judgment, the service would be benefited thereby.

In case of emergencies the said Chief Inspector shall have power to employ temporarily, in accordance with law, such additional help as the exigencies of the service may, in his opinion, demand; certifying that such additional help was necessary and reporting the same monthly to the Commissioners.

And it shall be the duty of said Chief Inspector, when, in his judgment, the interest of the service demands immediate action, to relieve from duty any of the employés in his department for any gross violation of duty,

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and at once report the same to the Commissioners, with such facts in the case as may be at his command upon which such action shall have been taken.

## RULE IV.-MONTHLY REPORTS AND PAY ROLLS.

The said Chief Inspector shall, previous to the first Tuesday after the first Saturday in each month, transmit to the office of the Commission a statement (in duplicate) of (I) the amount of cash receipts from any and all sources during the previous month; (2) the amount of uncollected bills due the department and a list of the names of persons or firms from whom due, with the respective amounts due from each; (3) the expenses of the department for the previous month, the statement to be accompanied by the bills of said expenses and the pay rolls, giving the names and duties of all employés of the department (including those employed in the office of the Warehouse Registrar and the Committee of Appeals) and the amount due to each: said bills and pay rolls being certified as correct by the Chief Inspector and Warehouse Registrar, as the case may be.

Upon the approval of said bills and pay rolls by the Commission, and the return of the same to the Chief In pector, the sail Chief Inspector shall forthwith proceed to pay the said bills and pay rolls from the funds of the department, and file the same, duly receipted, in his office as vouchers for such payment.

#### Rule V.—Collection and Disbursement of Funds.

The Chief Inspector is hereby authorized and directed to collect such charges for inspection of grain as may be established from time to time by the Railroad and Warehouse Commission, and all other moneys that may become due on account of inspec ion service in the City of Chicago, and deposit the same to his own credit as Chief Inspector, to be drawn by him as Chief Inspector for the payment of salaries and other expenses of the department, upon pay rolls and bills of expense approved by the Commission, as approved in Rule IV. above.

He shall also daily report to the Commissioners the amount of collections made by him as Chief Inspector.

He is also authorized to make such arrangements for the collection of said inspection fees as he may deem proper, reporting the same to the Commissioners for their approval; and enforcing all such provisions in the premises as the Commissioners may enact.

## Rule VI.—Fees for Inspection.

The said Chief Inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction as follows:

For Inspection on Arrival—Twenty-five cents per car load, ten cents per agon load; forty cents per 1,000 bushels from canal boats, or vessels, and one-fourth of one cent per bushel from bags.

For Inspection from Store—Fifty cents per 1,000 bushels to vessels; thirty-five cents per car load to cars; thirty-five cents per car load to teams, or ten cents per wagon load to teams.

#### Rule VII.—Custody of the Funds, Books and Property.

The said Chief Inspector shall deliver to his successor in office all moneys, books, papers and other property remaining in his hands or subject to his control at the expiration of his term of office or upon his removal from or discontinuance in office as such Chief Inspector, or turn the same over to the Board of Railroad and Warehouse Commissioners at any time when demanded by said Commissioners.

## RULE VIII.—BASIS OF INSPECTION.

The grading and inspection of grain shall be strictly in accordance with the provisions of the thirteenth section of the act to regulate public warehouses and the warehousing and in pection of grain, and to give effect to Article XIII of the constitution of the State of Illinois, approved April 25, 1871; in force July 1, 1871.

## Rule IX.—"Plugged," "Loaded" or "Scoured" Grain.

The said Chief Inspector and all persons inspecting grain under his direction shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspectel, when it has evidently been "plugged" or otherwise improperly "loaded" for the purpose of deception. Wheat which has been subjected to "scouring" or to some process equivalent thereto, shall not be graded higher than No. 3.

## RULE X.—ATTEMPTS AT FRAUD OR INTERFERENCE.

All persons employed in the inspection of grain shall promptly report to the Chief inspector in writing all att mpts to defraud the system of grain inspection established by law: and all instances where warehousemen shall deliver, or attempt to deliver grain of a lower grade than that called for by the warehouse receipt.

They shall also in the same manner report all attempts of receivers or shippers of grain, or any other person interested therein, to instruct, or in any improper way to influence the action or opinion of any inspector in the discharge of his duty: and the Chief Inspector shall report all such cases to the Commission.

## RULE XI.—TERMS AND SERVICE OF EMPLOYES.

All persons appointed by the Commission to fill the various positions under the law, will hold the several positions for such time only as, in the judgment of the Commission, the interests of the service in which they may be employed shall demand.

And the c mpensation of all persons so appointed shall cease at the time their services are dispensed with.

## Rule XII.—Perquisites Prohibited.

The employés of the Inspection Department are hereby prohibited from asking or receiving compensation from any railroad company, warehouseman, vessel owner or agent, or any o her person, for any service rendered in the line of their duty as such employés. Any employé guilty of this offense shall be discharged from the service.

## RULE XIII.-SUNDAY AND OTHER EXTRA SERVICE.

If any railroad company with a terminus at Chicago, any warehouseman, shipper, vessel owner or agent or any other proper person. shall desire the service of any employé of the Grain Insection Department for the purpose of inspecting grain or doing other work in the line of his du y as such employé on Sunday, or on a legal holiday, or at night, said company, warehousem or person shall apply to the Chief In pector of Grain for the service of such employé: and the Chief Inspector shall, if in his opinion great necessity exists for the service being rendered on Su day or a legal holiday or at night, require such employé to perform the duty. Provided, That no employé shall be required to do any service in the line of his duty on Sunday if he has conscientious scruples against Sunday labor: And, provided, further, That no grain shall be inspected out of any elevator after dark unless the person requesting such inspection shall furnish to

the Chief Inspector, or to the inspector having charge of the elevator where such service is to be performed, a night order, written upon the blanks furnished by the department for that purpose, and signed by the owners of the grain, relieving the inspector from all responsibility for damage which may be caused by such mistakes as are liable to occur by reason of the darkness; and in every case the inspector must be personally present during the delivery of such grain on board.

#### Rule XIV.—Compensation for Extra Service.

Extra compensation at the rate of the regular wages of the employé shall be paid by the Grain Inspection Department to any employé who shall be required to do any work on Sunday, or a legal holiday, as provided in Rule XIII and any employé who shall be required to work at night, as provided in said rule, shall receive upon each night order which shall be completed before midnight the sum of three dollars, and upon all night orders requiring his presence after that time, five dollars. The cost of such service to the department shall be charged and collected from the company, warehouseman, vessel owner, agent, or other person at whose request it was rendered.

## RULE XV.—DUTIES OF THE WAREHOUSE REGISTRAR.

It shall be the duty of the Warehouse Registrar to keep a registration book for each elevator of class "A" doing business in Chicago, in which shall be entered a correct description of each warehouse receipt that may be registered. And it shall furthermore be his duty to have the warehousemen or merchants present any and all such receipts for registration at once, after the inspection of the grain and the report thereof made to this office by the inspector stationed at the respective elevator.

When such receipts are presented for registration the said Registrar shall carefully compare the same with the returns which shall have been made to him by the inspectors stationed at the respective elevators, and if he shall thereby be satisfied of the correctness of the same, he shall stamp them with a proper stamp for that purpose, containing, in legible letters the date of such presentation and the name of the Registrar, with the title of his office, "Warehouse Registrar, Chicago;" but if he shall find that any differences exist, he shall institute a thorough examination into the reasons therefor, and shall have such error corrected before affixing his stamp.

And if it shall appear that any fraud in the issuance of such receipts shall have been attempted by the warehousemen, the said Registrar shall at once report the same to the Commission.

## RULE XVI.—Accumulations of Grain, Shortages and substituting Receipts.

When cleaning out a certain kind of grain, it shall be the duty of the elevator men to report to the Warehouse Registrar the correct amount, grade and kind of any and all accumulations. The said Registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

In case of a shortage the elevator men will make a sworn statement to that effect to the said Registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such amounts.

In no case will the Registrar permit substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation.

## Rule XVII.—Registration Records.

The said Registrar shall carefully preserve all reports of receipts and shipments made to his office by the elevators of class "A," in pursuance of law, or such regulations as may be established, and shall keep an accurate account of the grain so reported, in proper books, with each warehouse firm of class "A," and when such reported shipments shall agree with the receipts cancelled for each shipment he shall mark "cancelled," with the date thereof, on his registration book, opposite the recorded description of such receipt.

## RULE XVIII.—THE REGISTRAR'S ASSISTANTS.

The said Registrar shall have general supervision over his assistants and such employés as the Commission may appoint, and shall direct all such employés in the discharge of their duties. In case of emergencies he shall have power to employ temporarily such additional assistants as the exigencies of the service may demand, reporting the same monthly to the Commission, and certifying that such additional assistance was necessary. He shall also report to the Commission monthly, if, in his opinion, the services of the persons so employed can be properly dispensed with.

#### Rule XIX.—Warehouse Licenses.

The said Registrar shall procure from the clerk of the circuit court of Cook county, and keep in his office, a complete list of all warehouse licenses granted by said circuit court of Cook county.

## RULES

FOR THE GOVERNMENT OF THE COMMITTEE OF APPEALS, ESTABLISHED BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS,
AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

## RULE I.—HOW APPEALS MUST BE TAKEN.

Any person, owner, consignee, warehouseman or shipper desiring to take an appeal from the decision of any grain inspector, as provided by law, shall make his said appeal in writing in a "Record of Appeals" provided for that purpose in the office of the Warehouse Registrar, clearly setting forth the kind, grade and locality of the grain in question, within twenty-four hours after the report of said inspector shall have been made; and in case such appeal shall not be taken within twenty-four hours, as aforesaid, or in case the grain in dispute shall have passed into a warehouse or away from the warehouse after inspection from store, or shall in any other manner have lost its identity, then the right of appeal shall be deemed waived and shall no longer exist.

## Rule II.—Notices to the Committee.

It shall be the duty of the Warehouse Registrar, immediately upon receiving an appeal, as aforesaid, to ascertain from the Chief Inspector whether the car, canal boar or vessel in question has been entered in his office for re-inspection; and if it has not, to issue a notice to each member of the Committee of Appeals, apprising them of the fact of such appeal, and stating the kind and location of the grain, and the grade given to it by the local inspector; but if such car, canal boat or vessel shall have

been entered in the office of the Chief Inspector for re-inspection, then notices to the committee, as above provided, shall not be issued until report of such re-inspection shall have been made.

## RULE III.—DUTIES OF THE COMMITTEE.

It shall be the duty of the Board of Appeals, upon the receipt of notice as af resaid, to proceed at once to carefully examine the grain in quesion, and render their decision as to the quality and grade thereof, in accordance with the legal standard established by the Railroad and Warehouse Commission under the laws of the State, in writing, upon the "Record of Appeals" provided for the purpose in the office of the Warehouse Registrar, said decision to be final; and the Chief Inspector shall, when so requested, issue a certificate of the grade of the grain in question in accordance with the decision of the Committee of Appeals.

It shall also be the duty of said Committee of Appeals to furnish to the Chief Inspector a fair sample of each lot of grain, the grade of which has been changed by them.

#### RULE IV.—DEPOSIT CHARGED FOR AN APPEAL.

In every case of appeal from the decision of the Inspection Department, if the appeal be on a car load, the appellant shall, at the time of taking his appeal, deposit with the Warehouse Registrar the sum of \$5; and if on a boat load the sum of \$9; which sum shall, upon demand, be returned to the appellant if the appeal be sustained; but, if the appeal be not sustained, said sum shall be turned over within two days to the Chief Inspector, to be by him deposited with the funds of the department.

#### RULE V.-WITHDRAWAL OF APPEAL.

In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat o car, then the said deposit of fees shalt, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the "Record of Appeals," it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without torfeiture of the fees deposited.

#### Rule VI.—Records of the Committee.

The Warehouse Registrar shall keep in his office a correct record of all the official acts of said Committee of Appeals, and shall, immediately after each decision of said committee changing the grade of any lot of grain, report such change to the Chief Inspector.

## RULES

FOR THE GOVERNMENT OF THE ASSISTANT INSPECTORS AND HELPERS, ESTABLISHED BY THE CHIEF INSPECTOR AND APPROVED BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS, AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

## Rule I.-Hours of Service.

Assistant inspectors and helpers will be at their posts and ready for business on the railroad tracks or at the elevators to which they may be assigned at 7 o'clock A. M. each morning from the 15th day of March to the 15th day of November, and at 8 o'clock A. M. during the remainder of the year. They will remain at their posts until 6 o'clock P. M. from the 15th day of April until the 1st day of October, and until 5 o'clock P. M. during the remainder of the year.

#### RULE IL.—EARLIER HOURS.

When the receipts are large and the interests of the trade require an early inspection, all assistant inspectors and helpers assigned to duty on the track will begin work at as early an hour as practicable.

#### RULE III.—EVENING WORK.

Inspectors stationed at elevat rs will, when necessary to complete the cargo or shipment upon which they may be engaged, remain on duty as late in the evening as they can see to inspect grain safely.

## RULE IV.—WET WEATHER AND DARKNESS.

No inspector stationed at an elevator is authorized to inspect out of store after dark or in wet weather, except on receipt, personally, or through the office of the Chief Inspector, of an order written upon the printed blanks furnished by the department, filled and signed by the owner of the grain, or his authorized agent, relieving such inspector of all responsibility for damage which may be caused by such wet weather, or loss by such errors as are liable to occur by reason of darkness, but in every case the inspector must be personally present when the grain is actually delivered on board, making his report of the inspection after such actual delivery.

#### RULE V.—VESSELS AND CARS TO BE CLEAN.

Assistant inspectors stationed at elevators will see that the vessel or car into which they may inspect grain is clean and in proper condition to receive the same.

#### Rule VI.—Returns and Records of Assistants.

All entries in registration, shipping and track books, of grade, weight, quality, character and general remarks relating to the grain, must be plainly written and correctly footed; observation to be avoided as much as possible, that no mistakes may be made in co ying the same.

Entries on track and registration books must be continuous, in order that there be but one footing of columns to each daily report sent to this office. All inspec ion tickets placed upon cars by inspectors on track must be plainly written with the aniline pencil furnished for that purpose.

Each assistant inspector in charge of track inspection must sign his name and official rank to each daily return of inspection, and each inspector stationed at an elevator will sign his name and rank to each stub and duplicate on each page of his shipping book, and at the end of his daily report on registration book.

#### Rule VII.—Duties of the Messenger.

It shall be the duty of the messenger to collect from the different inspection stations the books containing the daily reports of inspection, and from the elevators the registration and shipping books and samples of shipments, so timing his trips that the collections from the elevators shall be returned to this office by 8 o'clock A. M., and the books from the inspection stations by 11 o'clock A. M. each day. He shall also collect from the elevators or tracks such samples of grain as may be required for the use of this office.

## Rule VIII.—Hours of Making Reports.

Inspectors at elevators will have their shipping and registration books written up at night, that the messenger may collect them on his first or early morning trip, arriving at this office at 8 o'clock A. M. Said inspectors will make up their report of receipts into store at 12 o'clock, noon, on the last day of each month, and immediately forward the same to the registration office.

#### Rule IX.

Any use whatever of malt, vinous or spirituous liquors by the employés of the department is strictly prohibited. The penalty for any violation of this rule shall be suspension, and the penalty for intoxication shall be discharge from the service.

WM. S. CANTRELL, C. F. LAPE, THOMAS GAHAN,

Commissioners.

J. W. Yantis, Secretary.

Springfield, Ill., September I, 1893.

## RULES

# GOVERNING THE INSPECTION OF GRAIN IN THE CITY OF CHICAGO, STATE OF ILLINOIS.

IN FORCE FROM AND AFTER NOVEMBER 14, 1892.

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners establishing a proper number and standard of grades for the inspection of grain, as revised by them; the same to take effect on and after the 14th day of November, 1892, in lieu of all rules on the same subject heretofore existing:

## RULE 1.—WINTER WHEAT.

No. 1 White Winter Wheat—shall be pure White Winter Wheat, or Red and White mixed; sound, plump and well cleaned.

No. 2 White Winter Wheat—shall be White Winter Wheat, or Red and White mixed; sound and reasonably clean.

No. 3 White Winter Wheat—shall include White Winter Wheat, or Red and White mixed, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—shall be pure Red Winter Wheat of the long-berried vari ties; sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—shall be of the same varieties as No. 1, sound and reasonably c ean.

Hard Winter Wheat—The grades of Nos. 1, 2 and 3 Hard Winter Wheat shall correspond in all respects with the grades of Nos. 1, 2, and 3 Red Winter Wheat, except that they shall be of the Turkish variety.

In case of mixture of Turkish Red Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof and classed as Hard Winter Wheat.

No. 1 Red Winter Wheat—shall be pure Red Winter Wheat of both light and dark colors, of the shorter-berried varieties; sound, plump and well cleaned.

No. 2 Red Winter Wheat—shall be Red Winter Wheat of both light and dark colors; sound and reasonably clean.

No. 3 Red Winter Wheat—shall include Red Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

In case of the mixture of Red and White Winter Wheat it shall be graded according to the quality thereof, and classed as White Winter Wheat.

No. 1 Colorado Wheat—shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Colorado Wheat—shall include Colorado Wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

#### Rule 2.—Spring Wheat.

No. 1 Northern Spring Wheat—must'be northern grown Spring Wheat, sound and well cleaned, and must contain not less than 50 per cent. of the hard varieties of Spring Wheat.

No. 1 Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Spring Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Spring Wheat—shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat shall include Spring Wheat damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

White Spring Wheat—The grades of Nos. 1, 2 and 3 White Spring Wheat shall correspond with the grade of Nos. 1, 2 and 3 Spring Wheat, except that they shall be of the White variety, or shall contain 5 per cent, or more, of such White Wheat.

Black Sea and Flinty Pfife Wheat—shall in no case be inspected higher than No. 2, and Rice Wheat no higher than No. 4.

Frosted Wheat—shall in no case be graded higher than No. 4, except that the grade of No. 3 may contain as much of said Frosted Wheat as it is customary to allow of Wheat damaged in any other way.

#### Rule 24.—Mixed Wheat.

The grades of Nos. 2 and 3 Mixed Wheat shall be equal in quality to the grades of Nos. 2 and 3 Red Winter Wheat, except that they shall include mixtures of Spring and Winter Wheat.

## Rule 3.—Corn.

No. 1 Yellow Corn—shall be yellow, sound, dry, plump and well cleaned.

No. 2 Yellow Corn—shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 Yellow Corn—shall be three-fourths yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 White Corn—shall be sound, dry, plump and well cleaned.

No. 2 White Corn—shall be seven-eights white, dry, reasonably clean, but not plump enough for No. 1.

No. 3 White Corn—shall be seven-eights white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 Corn—shall be Mixed Corn, of choice quality, sound dry and well cleaned.

No. 2 Corn—shall be Mixed Corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 Corn—shall be Mixed Corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Corn that is badly damaged, damp or very dirty shall be graded no higher than No. 4.

Corn that is wet or in heating condition shall not be graded.

#### Rule 4.—Oats.

No. 1 White Oats-shall be white, sound, clean and reasonably free from other grain.

No. 2 White Oats—shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

No. 3 White Oats—shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 1 White Clipped Oats—shall be white, sound, clean, reasonably free from other grain, and shall weigh not less than thirty-six pounds to the measured bushel.

No. 2 White Clipped Oats—shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain, and shall weigh not less than thirty-four pounds to the measured bushel.

No. 1 Oats—shall be Mixed Oats, sound, clean and reasonably free from other grain.

No. 2 Oats—shall be sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—shall be all Oats that are damp, unsound, dirty, or from any other cause unfit for No. 2.

## RULE 5.—RYE.

No. 1 Rye-shall be sound, plump and well cleaned.

No. 2 Rye—shall be sound, reasonably clean and reasonably free from other grain.

No. 3 Rye—All Rye damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as No. 3.

#### Rule 6.—Barley.

No. 1 Barley-shall be sound, plump, bright, clean, and free from other grain.

No. 2 Barley—shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3 Barley—shall include slightly shrunken and otherwise slightly damaged Barley, not good enough for No. 2.

No. 4 Barley—shall include all Barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—shall include all Barley which is badly damaged, or from any cause unfit for malting purposes, except that Barley which has been chemically treated shall not be graded at all.

Scotch Burley—The grales of Nos. 1, 2 and 3 Scotch Burley shall correspond in all respects with the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Scotch variety.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety grown in the Territories and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except shat they shall be of the Chevalier variety grown in the Territories and on the Pacific coast.

#### RULE 7.

The word "new" shall be inserted in each certificate of inspection of a newly harvested crop of Oats until the fifteenth day of August; of Rye, until the first day of September; of Wheat, until the first day of November, and of Barley until the first day of May of each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars, excepting the distinctions hereby established between the new and the old crop; and shall apply to grain inspected from store for two months after the times respectively above specified.

#### BULE 8.

All grain that is warm, or that is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

#### RILLE 9.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

#### RULE 10.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his book.

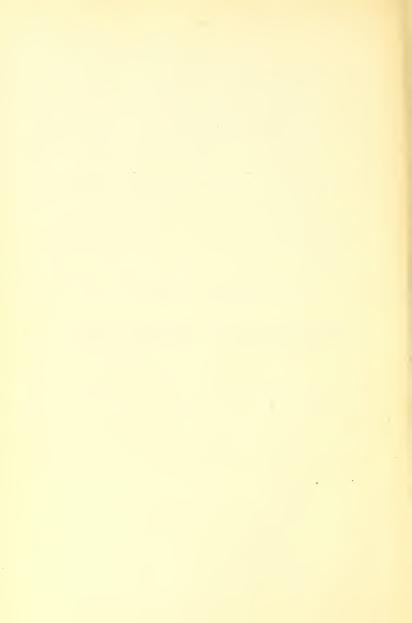
#### RULE.

All grain in store in any warehouse of Class "A" at the time any amendment to the established rules of inspection (affecting such grain) may hereafter go into effect shall be inspected out (in satisfaction of warehouse receipts dated prior to that time only) in accordance with the rules as they stood prior to such amendment.

No claim for damages on account of error in the inspection of any lot of grain (except grain inspected from public warehouses in accordance with law) will be entertained or allowed by the Board of Railroad and Warehouse Commissioners, unless complaint of such inspection shall be made to the Chief Inspector before the grain in question shall be removed from the car in which it is inspected, or before it shall leave the jurisdiction of the Department.

Grain transferred from the car in which it was inspected to another must be inspected after trans'er to entitle the owner to have any claim arising thereunder considered by the Board of Railroad and Warehouse Commissioners.

# LIST OF RAILROAD OFFICIALS.



## ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY.

## OFFICERS.

Title.	Name,	Location of Office.
Chairman of the Board President President President Secretary Treasurer General Counsel General Solicitor Assis ant Treasurer General Additor Assistant General Additor Assistant General Additor Assistant General Auditor Assistant General Auditor Assistant Secretary Chief Engineer	J. W. Reinhart D. B. Robinson D. L. Gallup D. L. Gallup D. L. Gallup John J. McCook George R. Peck George L. Goodwin J. W. K. Gillett George B. Howard W. A. Burroughs L. C. Deming E. Wilter.	Boston, Mass Chicago, Ill New York, N. Y. Chicago, Ill Boston, Mass Chicago, Ill Boston, Mass Topeka, Kas

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Henry W. Bishop Arthur F. Towne Jno. J. McCook Geo. R. Peck S. B. French O. S. A. Sprague D. L. Gallipp Norman Williams E. A. Hamili Geo. C. Magoun Thomas Baing. Benj. P. Cheney J. W. Reinhart	Chicago, III	aturday ney ir the last T n October 1895

## CHICAGO, SANTA FE & CALIFORNIA RAILWAY COMPANY. LEASED BY ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY.

Title.	Name.	Location of Office.
Chairman of Board President First Vice-President Secretary Treasurer Assistant Secretary Assistant Secretary Assistant Treasurer General Counsel General Solicitor C mptroller General Auditor Assistant General Auditor Auditor Chief Engineer	J. W. Reinhart D. B. Robinson D. L. Gallup D. L. Gallup L. C. Deming E. Wilder G. L. Goodwn J. B. McOok J. P. Whilehead W. K. Gillett W. A. Burroughs G. B. Howard	Boston, Mass Chicago, Ill.  Boston, Mass Topeka, Kas. Boston, Mass Notice Will Boston, Mass Chicago Goston, Mass Chicago Chica

Name.	Post-Office Address.	Date of Expiration of Term.
G. C. Magoun J. J. McCook, Norman Williams J. W. Reinhart D. B. Robinson Edson Keith J. B. Morrison G. R. Peck Nelson Morris C. B. Farwell B. Farwell B. F. Cheney Alden Speare	Chicago, III Boston, Mass Chicago, III Fort Madison Chicago, III Boston	follo fallay jan

## THE MISSISSIPPI RIVER & TOLL BRIDGE COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President Secretary Treasurer General Counsel. General Solicitor. Assistant Treasurer Comptroller. General Auditor. Auditor. Assistant General Auditor. Assistant Secretary.	D. B. Robinson D. L. Gallup D. L. Gallup John J. McCook	Chicago, III

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. W. Reinhart. Isaac T. Burr George R. Peek J. B. Morrison. Charles H. Peters.	Boston, Mass. Chicago, Ill. Fort Madison Iowa.	The Saturday next following the last Thursday in October, 1893.

## BALTIMORE & OHIO & CHICAGO RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Secretary Treasurer	Orland Smith	Baltimore, Md Chicago, Ill

## BALTIMORE & OHIO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office,
General Attorney Comptroller. Auditor. General Manager. General Manager. General Superintendent. Division Superintendent. Division Superintendent. Superintendent of Telegraph Traffic Manager, Freight General Freight Agent General Freight Agent General Fassenger Agent. Assistant General Passenger Agent. General Idagage Agent. Agent in Illinois for transfer of stock	H. D. Bulkley. W. T. Thelin. J. T. Odell. W. T. Manning. R. B. Campbell. P. C. Sneed. C. Selden. F. Harriott. C. S. Wight. C. O. Seull. L. S. Allen. R. F. Perddicord.	Chicago, Ill

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
James Walsh. C. C. Clark H. E. Wearer. John Tyrreil. Orland Smith. Carroll Spring I. G. Lombard. George R. Dennis. John K. Gowen.	Baltimore, Md	1895

## BELT RAILWAY COMPANY, OF CHICAGO.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board. President Secretary Treasurer. General Solicitor Auditor General Manager Chief Engment Master of Transportation	B. Thomas M. J. Clark J. E. Murphy C. M. Osborn M. J. Clark B. Thomas F. C. Doran	44

Name.	Post-Office Address.	Date of Expiration of Term.
O. S. Lyford W. J. Spicer Chas, M. Hays E. B. Thomas. Samuel Thomas	Dotroit Mich	4.6

## CENTRALIA & CHESTER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President. Secretary Treasurer General Counsel. Auditor General Manager Chief Eng. neer General Freight Agent. General Fassenger Agent.	S. L. Dwight. J. M. McCutcheon S. L. Dwight. E. A. Burrill J. M. McCutcheon H. W. Schmidt. E. A. Burrill	Centralia, III. Sparta III. Centralia, III. Sparta, III.

## CHICAGO & ALTON RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President Vice President Secretary General Scileitor Auditor General Manager General Manager General Mana er's Assistant. Chief Enginer Superintendent of Trains Division Superintendent Division Superintendent. General Freight Agent Assistant General Freight Agent General Passenger Agent. General Passenger Agent General Baggaga Agent. General Baggaga Agent	J. McMullin. C. H. Foster. William Brown Chauncey Kelsey. C. H. Chappell. J. H. Wood H. C. Draper Willis E. Gray A. M. Richards W. K. Morley. L. Wood A. Newmingh James Charlton George J. Charlton George J. Charlton	Bloomington, Ill. Roodhouse, Ill. Chicago, Ill.

Name.	Post-Office Address.	Date of E	xpirati erm.	on
John J. Mitchell. W. N. Blackstone. A. C. Bartlett T. B. Blackstone John B. Drake Morris K. Jessup James C. McMullin John A. Stewart Albert A. Sprague	Norwich, Conn Chicago, Ill.  New York, N. Y. Chicago, Ill. New York, N. Y.	44 44 44	6 d 6 d 6 d 8 d 8 d	1894. 1894. 1894. 1895. 1895. 1896. 1896. 1896.

## JOLIET & CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President Secretary Agent in Illinois for t ansfer of stock.	Jno. B. Drake	Chicago, Ill

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
T. B. Blackstone. J. C. McMullin John B. Drake Norman Williams Marshall Field		April, 1894

## MISSISSIPPI RIVER BRIDGE COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer Agent in Illinois for transfer of stock.	Charles H. Foster	4.4

Name.	Post-Office Address.	Date of Expiration of Term.
John J. Mitchell T. B. Blackstone. John B. Drake. A. A. Sprague. J. C. McMullin	44	April, 1894.

## CHICAGO & CALUMET TERMINAL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President Secretary Treasurer General Solicitor General Auditor Auditor General Manager Chief Engineer, Division Superintendent. Superintendent of Telegraph Traffic Manager	J. B. Williams. H. S. Boutell Geo. S. Baxter. H. S. Boutell J. A. Barker. E. Sheai son. S. R. Ainslie. J. W. Kendrick. E. R. Knowlton O. S. Green.	New York, N. Y. Chicago, Ill. New York, N. Y. Chicago, Ill. New York, N. Y. Chicago, Ill. St. Paul, Minn

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
D. S. Wegg H. S. Boutell H. S. Hawley K. K. Knapp J. B. Williams	Chicago, Ill  New York, N. Y	May 1,1896. May 1,1895. May 1,1894.

## CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

Title.	Name.	Location of Office.
Chairman of the Board President First Vice-President Second Vice-President Secretary Treasurer General Counsel General Attorney Assistant Treasurer Assistant Secretary United Engineer General Superintendent Superintendent Superintendent Superintendent Superintendent General Freight Agent Assistant General Freight Agent General Treight Agent General Ticket Agent General Ticket Agent Superintendent of Motive Power Superintendent of Motive Power Superintendent of Motive Power Agent in Illinois for transfer of stock.	M. J. Carpenter. O. S. Lyford. C. W. Hillard. H. A. Rubidge C. W. Hillard. W. H. Lyford. W. J. Calhoun. A. R. Flower. H. J. Messing. H. A. Rubidge H. F. Baldwin. E. P. Broughton. F. L. Corwin. W. J. Stoneburner. L. R. Brockenbrough Wm Campbell. Chas. L. Stone. Chas. L. Stone. R. Bookwalter. Allan Cooke.	New York, N. Y. Chicago, Ill.  Danville, Ill.  Chicago, Ill.  Danville, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
H. H. Porter M. J. Carpenter A. R. Flower Henry Selbert H. H. Stevens Geo. H. Ball O. W. Wiford K. M. H. H. B. E. M. B. E.	New York, N. Y.  Boston, Mass  Chicago, Ill  New York, N. Y.	1895

## CHICAGO & WESTERN INDIANA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President and General Manager Secretary and Auditor Treasurer General Solicitor Chief Engineer and Gen'l Roadmaster Master of Transportation Agent in Illinois for transfer of stock	B. Thomas M. J. Clark Jno, E. Murphy Chas, M. Osborn. F. C. Doran. J. M. Warren.	6

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
O. S. Lyford W. J. Spicer Chas M. Hays E. B. Thomas. Samuel Thomas. George R. Peck	Chicago, Ill Detroit, Mich. St. Louis, Mo New York, N. Y. Chicago, Ill.	June 5,1894

# EVANSVILLE, TERRE HAUTE AND CHICAGO RAILWAY COMPANY.

Title.	Name.	Location of Office.
President Secretary Treasurer Assistant Secretary	C. W. Hillard H. A. Rubidge C. W. Hillard W. J. Calhoun.	Chicago, Iil

Name.	Post-Office Address.	Date of Expiration of Term.
G. A. Smith H. H. Porter C. W. Hillard H. A. Rubidge W. R. McKeen O. S. Lyford. M. J. Carpenter W. H. Lyford. W. J. Galboun	Terre Haute, Ind Chicago, Ill	

## CHICAGO & ERIE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President	E. B. Thomas Geo. H. Vaillant. Thos. N. Williams. Edwa d White. Otto Gresham A. Donald-son. E. P. Campbell. A. M. Tucker A. Mordecat. J. C. Moorhead. C. C. Reynolds. Geo. A. Coe A. J. Homes. G. J. Homes. G. G. Go-chran G. L. Thomas D. I. Roberts. F. W. Buskirk. C. H. Clough.	Chicago, Ill. New York, N. Y. Cleve'and, O. New York, N. Y. Leveland, O. Huntingfon, Ind. Checago, Ill. New York, N. Y. Chicago, Ill. New York, N. Y. Chicago, Ill. New York, N. Y. Chicago, Ill. New York, N. Y.

Name.	Post-Office Address.	Date of Expiration of Term.
J. G. McCullough John King E. B. Thomas Geo. H. Vaillant An irew Donaldson Samuel Speneer Jas, H. B. nedict Annew Wesley Kent John Tod J. C. Morse. V. I. Mallott M. D. Woodford	Cleveland, Ohio	One yearfrom Nov. 15, 18:2, and until a successor is choser

## CHICAGO & GRAND TRUNK RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President Secretary and Assistant to President Trea-urer, including auditing and ac counting departments. Solicitor General Manager Chief Engineer Superintendent Assistant Superintendent Mechanical St perintendent General Freight Agent General Passenger and Ticket Agent General Baggage Agent General Baggage Agent General Baggage Agent General Baggage Agent General Busterkeeper Agent in Illinois for transfer of stock	L. J. Soargeant. Charles Perey  James H. Muir E. W. Meddaugh W. J. Spieer George Masson A. B. Atwater A. R. McIntyre B. Orerts George B. Orerts George C. David Brown W. E. Davis I. E. Quick John S. Larimer	Detroit, Mich  Battle Creek, Mich Detroit, Mich Chicago, III  Detroit, Mich

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant E. W. Meddaugh. W. J. Spicer. Henry Howard. W. C. Beardsley F. A. Howe. D. F. Skinner	Montreal, Province of Quebec Detroit, Mich Port Huron, Mich. Auburn, N. Y Chicago, Ill. Valparaiso, Ind.	April 11,1894*

<sup>\*</sup> Or when their successors are appointed.

## GRAND TRUNK JUNCTION RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board P esid ut Vice-President Secretary Treasu er, including the accounts. General Manager Agent in Illinois for transfer of stock.	L. J. Seargeant F. A. Howe	Chicago, Ill'

Name.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant F. A. Howe, E. W. Meddaugh W. J. Spicer John McCaffrey.	Montreal, Province of Quebec Chicago, Ill Detroit, Mich Chicago, Ill	April 11,1894*

<sup>\*</sup> Or when their successors are appointed.

## CHICAGO & ILLINOIS SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President Secretary Treasurer	John S. Hannah Wm. P. Harvey Geo. M. Patch. Geo. S. McReynolds.	Chicago, Ill

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. P. Harvey John S. Hannah Geo. S. McReynolds T. G. Hannah Geo. M. Patch	Chicago, III	1894

## CHICAGO & INDIANA STATE LINE RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Pirst Vice-President. Secretar Treasurer General Solicitor Assistant Secretary and Treasurer General Manager General Superintendent	John B. Sherman George T. Williams George T Williams Irus Coy. J. C. Denison John B. Sherm up.	Chicago, III

Name.	Post-Office Address,	Date of Expiration of Term.
John Newell. John B. Sherman. Iru-Coy. Stephen B. Roath J. C. Denison Nathaniel Thayer George T. Williams	Boston, Mass.	1894

## CHICAGO & NORTHWESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board. President. President. First Vee-President. Second Vice-President. Second Vice-President. Third Vice-President. Secretary. Treasurer. General Counsel. Auditor. Chei Engineer. Chei	Mavin Hughitt. M. L. S. kes. M. M. Kir man. W. H. N. wman. M. L. Sykes Lloyd W. Bowers J. B. Redfield. J. M. Whitman. John E. Blunt. Sherman Sanborn. William A. Gardner. John C. Stuart George H. Phys. Huam R. McCullough. William A. Turall Nathaniel A. hillips hales E. Simmons. J. B. Redfield.	Chicago, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
David P. Kimball. Chauncy M. D. pew. Samuel F. Barger	New York, N. Y. Chicago, Ill. New York, N. Y. Clinton, Iowa Bo-ton, Mass. New York, N. Y. Chicago, Ill. New York, N. Y.	1895.

## CHICAGO & NORTHERN PACIFIC RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of	Office.
President First Vice-President. Second Vice-President. Second Vice-President. Second Vice-President. Second Vice-President. Second Vice-President. Second Vice-President. General Antorney. General Antorney. General Antorney. General Anditor. Auditor. General Manager. Chief Engineer. General Superintendent. Divit ion Superintendent. Superintendent of Telegraph. Traffic Manager.	J. B. Williams J. L. High. H. S. Boutell G. S. Baxter. H. S. Boutell K. K. Knapp. J. A. Baxter. E. Shearson. S. R. Alnsle J. W. Kendrick. Campbell E. R. Knowiton O. C. Greene	New York, N. Chicago, Ill. New York, N. Chicago, Ill. New York, N. Chicago, Ill. St. Paul, Mini	Y

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
D. S. Wegg. J. B. Willams. H. S. Boutell. K. K. Knapp. J. L. High. H. S. Hawley	Chicago, Ill	March 7,1896

## CHICAGO & OHIO RIVER RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Secretary. Treasurer. Auditor General Man 'ger Cluief Engineer. Superintendent Superintendent of Telegraph. General Freight Agent Assistant General Freight Agent. Assistant General Presenger Agent. Assistant General Passenger Agent. Assistant General Ticket Agent. Assistant General Ticket Agent. Assistant General Ticket Agent. General Ticket Agent.	W. J. Lewis   W. J. Lewis   E. B. Cooke   E. O. Hopkins   T. A. lien   R. S. Starbu k   E. H. Newlin   H. A. Campbell   L. A. Campbell   C. G. Paliner   R. A. Campbell   C. G. Paliner   R. A. Campbell   A. G. Paliner   R. A. Campbell   R. Campb	Mattoop, Ill Olney, Ill St. Louis, Mo.

Name.	Post-Office Address.	Date of Expiration of Term.
J. Collett. D. J. Markey. E. O. Hopkins John S. Stevens W. J. Lewis F. W. Cook. E. P. Huston. E. B. Morgan J. E. Igli-hart E. G. Ragon J. L. Mackey E. B. Cooke R. B. Starbuck	Evansville, Ind Peoria, Ill Evansvi le, Ind	"

# CHICAGO, BURLINGTON & NORTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board Prosident See clary Treasurer General Attorney Auditor and Assistant Treasurer Chief Engineer General Superintendent Assistant Superintendent Assistant Superintendent Superintendent of Telegraph General Freight Agent General Pissenger Agent General Agent	Geo. B. Harris. W. J. Ladd. J. C. Peasley. J. W. Larey. N. B. Hinckey. S. D. Purdy. John R. Hastings. D. Cunningham J. C. Howard. F. C. Beis-al. W. J. C. Kenyon. W. J. C. Kenyon.	Chicago, Ill. Boston, Mass Chicago, Ill. Lat rosse, Wis. St. Paul, Minn LaCro-se, Wis. St. Paul, Minn LaCro-se, Wis. Minneapolis, Minn Latrosse, Wis. St. Paul, Minn St. Paul, Minn St. Paul, Minn Latrosse, Wis. St. Paul, Minn

Name.	Post-Office Address.	Date of Expiration of Term.
C. J. Paine F. W. Hunneweil T. J. Coolidge J. M. Forbes J. L. Gardner C. E. Perkins Geo. B. Harris	44	**

## CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
hairman of the Board	I M Forbes	Boston, Mass
resident	C E Parking	Burlington, Ia
irst Vice President	I C Poseley	Chicago III
econd Vice President	Goo B Harris	Onicago, In
ecretary	T & Harriand	Boston, Mass
reasurer	T C Poor law	Chicago, Ill.
reasurer	T W D mtho	Burlington, Ia
eneral Solicitor	J. W. Dyttle	Durington, 1a
eneral Attorney eneral Attorney omptroler (acting)	C. W. Dawes	Chicago, Ill
eneral Attorney	O. F. Price	Galesburg, Ill
omptrolier (acting)	W.J.Ladd	Boston, Mass
ssistant General Auditor	C. I. Sturgis	
eneral Manager	W. F. Merrell	
eneral Manager hief Engineer	E. J. Blake	
eneral Superin'endent	J. D. Besier	
uperintendent Illinois Lines ivision Superintendent	F. C. Rice	Galesburg, Ill
ivision Superintendent	H. D. Judson	Aurora, Ill
ivision Superintendent	W. B. Throop	Gale-burg, Ill
ivision Superintendent	W. G. Besler	Beardstown, Ill
upt. Freight Terminals, Chicago	F. A. Delano	Chicago, Ill
eneral Freight Agent	Thos. Miller	
ssistant General Freight Agent	W. B. Hamblin	6.6
agi, tunt Ganaral Fraight Agant	F Rogues	4 4
ssistant General Freight Agent	E. R. Puffer	**
eneral Passenger and Ticket Agent	P. S. Enstis	
sst. Gen. Passenger & Ticket Agent	L. Wakely	**
ssistant General Freight Agent seistant General Freight Agent eneral Passenger and Ticket Agent sst. Gen. Passenger & Ticket Agent eneral Baggage Agent.	E A Sadd	**
and Commissioner	W W Baldwin	Burlington, Ia
gent in Illinois for transfer of stock		

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. M. Forbes C. J. Paine J. L. Gardner F. W. Hunnewell Wm. Endicott, Jr. Richard Olney T. J. Coolidga E. W. Hooper J. N. A. Griswold James H. Smith Charles E. Perkins	Manch ster, Mass Cambridge, Mass New York, N. Y.	May 9, 1894

## CHICAGO & IOWA RAILROAD COMPANY.

Title.	Name.	Location of Office.
President. First Vice-President. Second Vice-President Secretary Treasurer Agent in Illinois for transfer of stock	George B. Haws	

Name.	Post-Office Address.	Date of Expiration of Term.
F. H. Head. C. M. Higginson J. C. Peasley C. I. Sturgis L. O. Goddard H. W. Weiss Geo. B. Harris		March 7, 1894

## GALESBURG & RIO RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
Pre ident Secretary Agent in Illinois for transfer of stock.	L. O. Goddard H. W. Weiss H. W. Weiss	Chicago, Ill

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. B. Colton L. O. Goddard C. I. Sturgis D. R. Francis F. S. Bogg	Galesburg, Ill. Chicago, Ill. St. Louis, Mo Chicago, Ill.	April, 1894

## ILLINOIS VALLEY & NORTHERN RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer. Agent in Illinois for transfer of stock.	L. O. Goddard J. C. Osgood H. W. Weiss H. W. Weiss H. W. Weiss	Chicago, Ill New York, N. Y. Chicago, Ill

Name.	Post-Office Address.	Date of Expiration of Term.
George B. Harris C. I. Sturgis L. O. Goddard H. W. Weiss J. C. Osgood		

## QUINCY, ALTON & ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President. Secretary Treasurer	L. O. Goddard. H. W. Weiss. H. W. Weiss.	Chicago, Ill.

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. E. Perkins C. I. Surzis E. S. Bagg C. M. Higginson. L. O. Goddard W. J. Fabl H. W. Weiss T. S. How and J. C. Peasley.	Chicago, Ill.	44

# ST. LOUIS, ROCK ISLAND & CHICAGO RAILROAD COMPANY.

Title.	Name,	Location of Office.
President Vice President Secretary Treasurer Agent in Illinois for transfer of stock	J. N. A. Griswold. L. O. Goddard H. W. Weiss H. W. Weiss H. W. Weiss	New York, N. Y. Chicago, Ill.

Name.	Post-Office Address.	Date of Expiration of Term
J. L. Lathrop L. O. Goddard J. N. A. Griswold J. C. Peasley C. E. Perkins H. Weiss C. U. Dames	Chicago, Ill.  New York, N. Y Chicago, Ill Burlington, Iowa. Chicago, Ill	April, 1894

## CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President First Vice President. Third Vice President. Secretary Treasurer. Assistant Treasurer. General Solicitor General Counsel Comptroller General Auditor General Manager Chief Englier Jeneral Superintendent. Superintendent of Tolegraph. Freight Traffic Manager General Passenger Agent Jeneral Passenger Agent Jeneral Baggage Agent	Frank S. Bond E. P. Ripley. P. M. Myers F. G. Ranney John McNab. John T. Firsh John W. Cary E. Q. Swall W. N. D. Winne R. S. Dousman A. T. Earling G. Whittimore J. G. Whittimore U. J. Fryy J. H. Hiland J. G. H. Hrafford G. H. Hrafford G. H. He fford W. D. Carrick	New York, N. Y. Chicago, Ili. Milwaukee, Wis. Chicago, Ili. Milwaukee, Wis. Chicago, Ili.

Name.	Post-Office Address.	Date of Expiration of Term.
Philip D. Armour	Chicago, Ill New York, N. Y	September, 1893
Frank S. Bond Charles D. Dickey, Jr. Peter Geddes. Frederick Layton. Joseph Milbank.	1	
Frederick Layton Joseph Milbank Roswell Miller J. M. McKinlay	Milwaukee, Wis New York, N. Y Chicago, Iil	**
Samuel Spencer		
A. Van Santroord	• • • • • • • • • • • • • • • • • • • •	64

## CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President. Second Vice-President. Third Vice-President. Secretary Treasurer Assistant to President General Attorney Gene al Attorney Gene al Attorney Assistant General Managor Assistant General Managor Assistant General Managor General Superintendent. Division Superintendent. Ceneral Freight Agent. General Freight Agent. General Freight Gent. Traffic Managor Lagent in Illinois for transfer of stock	W. G. Purdy H. A. Parker. W. G. Purdy W. G. Purdy W. G. Purdy A. Kimball. T. S. Wright. M. A. Low F. W. Porter H. F. Morris E. St. John W. I. Allen. C. Dunlap A. J. Hitt C. L. Ewing. W. H. Stillwell. C. K. Gilmore. H. A. White. W. J. Lawrence. W. Lawrence. W. J. Lawrence. W. Lawrence	Chicago, III. New York City. Chicago, III. Davenport, Iowa. Chicago, III. Topeka, Kas. Chicago, III. Topeka, Kas. Chicago, III. Bue Island, III. Des Mojnes, Ia. Trenton, Mo Horton, Kas. Colorado Springs, Col Herington, Kas. Chicago, III. Topeka, Kas. Chicago, III. Topeka, Kas. Chicago, III. Topeka, Kas. Chicago, III. Topeka, Kas. Chicago, III.  Davenport, Iowa. Chicago, III.

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
R. P. Flower Benj. Brewster H. R. Bishop. Henry M. Flagler Alexander E. Orr David Dows, Jr. Alexander T. Van Nest. H. H. Potter Marshall Field John DeKoven W. G. Purdy. R. R. Cable George G. Wright	Chicago, Ill.	June, 1895

## PEORIA & BUREAU VALLEY RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Secretary Treasurer Agent in Illinois for transfer of stock.	George T. Boggs John F. Phillips. William A. Nash. John F. Phillips.	New York, N. Y. Chicago, Iil. New York, N. Y. Chicago, Iil.

Name.	Post-Office Address.	Date of Expiration of Term.
David Dows, Jr. George T. Boggs F. A. Platt. William A. Nash. J. mes R. Cowing Richard M. Hoe John F. Phillips	46	June 8, 1894.

## CHICAGO GREAT WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board President Vice President Secretary Treasurer General Counsel Auditor General Manager Chief Engineer Assistant General Superintendent Division Superintendent Division Superintendent Division Superintendent Division Superintendent Division Superintendent Traffic Manager General Freight Agent Assistant General Freight Agent Assistant General Passenger Agent Assistant General Passenger Agent Assistant General Ticket Agent General Ticket Agent Assistant General Ticket Agent General Ticket Agent General Ticket Agent	John M. Egan Arnold Kalman R. C. Wight W. B. Bend Lusk, Bunn & Hadley M. C. Heallon, John M. Egan H. Fernstrom J. Burlingett J. A. Kelly B. F. Egan J. R. Gard D. McNab W. R. Busenbark L. C. Stohr F. H. Lord D. W. Cooke F. H. Lord D. W. Cooke F. H. Lord D. W. Cooke	Oelwein, Iowa Chicago, Ill. Dubuque, Iowa. Des Moines, Iowa. Kansas City, Kas. Oelwein, Iowa

Name.	Post-Office Address.	Date of Expiration of Term.
H. A. Gardner H. E. Fietcher A. Oppenheim S. C. Stickney Charles Nichols R. C. Wight John M. Egan A. Katman John L. Fratt	Minneapolis, Minn St. Paul, Minn	1894

## CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	A. Oppenheim. C. W. Benson. W. L. Boyle. M. C. Woodruff W. B. Bend Lusk, Bunn & Hadley. M. C. Healion.	New York, N. Y Dubuque, Iowa St. Paul, Minn.

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. W. Benson. Wm. Dawson. A. Oppenheim A. P. Stickney S. C. Stickney Jno. M. Egan. M. Auerback A. Katman A. M. Drake J. W. Lusk W. L. Boyle D. Rankin. A. Slimmer F. D. Stout. J. L. Pratt.	New York, N. Y. Tarkio, Mo Waverly, Iowa Dubuque, Iowa	September I, 1893

# CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

Title.	Name,	Location of Office.
Chairman of the Board	Cornelius Vanderbilt	New York, N. Y
President First Vice-President. Second Vice-President.	J. D. Layng	New York, N. Y
Secretary	E. F. Osborn F. D. Comstock	
General Counsel	P. A. Hewitt	
Chief Engineer General Superintendent Division Superintendent	G. W. Bender	
Division Superintendent Division Superintendent	Wm. Gibson	Cleveland, O
Division Superinten tent	G. S. Rhoads	Mattoon, Ill
Traffic Manager Assistant Traffic Manager	O. G. Murray	44
General Freight Agent	C. V. Lewis	4.4
General Baggage Agent	D. M. Calkins	Cleveland, O Cincinnati, O
Division Superintendent	S. T. Blizzard	Wabash, Ind Connersville, Ind Mt. Carmel, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
Cornelius Vanderbilt W. K. Vanderbilt C. M. Depew H. McK Tombley George Bliss. J. P. Morgan J. D. Layng Amos Townsend. Jas. Barnett B. S. Brown S. J. Brown M. E. McDonald W. F. Anderson M. E. Ingals George A. Farlow	Cleveland, O Golumbus, O Cinciunati, O	October, 1894

## KANKAKEE & SENECA RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer Auditor	T. P. Bonfield E. F. Osborn F. D. Comstock P. A. Hewitt	Kankakee. III Cincinnati, O

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
M. E. Ingalls E. F. Osborn T. P. Bonfield R. R. Cable W. G. Purdy	Cincinnati, O Kankakee, Ili Chicago, Ili	October, 1893

## PEORIA & EASTERN RAILWAY COMPANY.

Title.	Name.	Location of Office.
President	M. E. Ingalis. O. G. Murray. J. C. Davis. P. A. Hewitt. J. A. Barnard. J. W. Riley. Ford Woods.	Cincinnati, O

Name.	Post-Office Address.	Date of Expiration of Term.
M. E. Ingalls Jno. A. Giover J. O. Tucker E. F. Osborn T. P. Bonfield	Urbana, III	44

# DE PUE, LADD & EASTERN RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President Secretary Treasurer	Albert L. Sweet	Chicago, Ill.

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Albert L. Sweet	Chicago, Ill. Joliet, Ill Chicago, Ill. Streator, Ill.	

## EAST ST. LOUIS & CARONDELET RAILWAY.

Title.	Name.	Location of Office.
President Secretary Treasurer Cashier General Superintendent.	John E. Davidson. S. B. Liggett P. H. B. McKnight J. R. Nugent Joseph Hill	Pittsburgh, Pa East St. Louis, III St. Louis, Mo

Name.	Post-Office Address.	Date of Expiration of Term.
J. S. Peers C. H. Seybt C. D. Holles Abram McNeil H. D. Sexton James McCrea Thos. D. Messler John E. David-on W. R. McKeen	East St. Louis, Ill	

## EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President. First Vice-President. Secretary. Treasurer Treasurer Auditor. Assistant Manager. General Agent. Agent in Illinois for transfer of stock.	A. C. Church	##

Name.	Post-Office Address.	Date of Expiration of Term.
John Scullin A. C. Church. John W. Turner. S. W. Lee. Henry Sackman. E. C. Newkirk. Charles W. homas.	East St. Louis III	66

# ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY COMPANY.

## OPERATING MADISON, ILLINOIS & St. LOUIS RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President. Vice-President. Secretary Treasurer General Counsel General Manager Chief Engineer General Agent	Charles D. McLure	**

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. C. Rainwater Charles D. McLure. John Whit'aker D. R. Francis. L. M. Rumsey Paul A. Fusz. John D. Perry C. C. Mofflit Acolphus Busch John H. Overall John T. Davis.		November 11, 1893

# MADISON, ILLINOIS & ST. LOUIS RAILWAY COMPANY.

Title.	Name.	Location of Office.
President Vice-President. Secretary. Treasurer.	Charles D. McLure	St. Louis, Mo

Name.	Post-Office Address.	Date of Expiration of Term.
Charles D. McLure. L. M. Rumsey. C. C. Rainwater. Paul A. Fusz. John Whittaker. Thomas B. Rhodes F. M. McCambridge. Charles Skeen. Joseph B. Reed. E. Best. John G. Irwin	Madison, III. Venice, III. Madison, III. Cairo, III. Ouiney, III.	March 26, 1893

# ELGIN, JOLIET & EASTERN RAILWAY COMPANY.

#### OFFICERS.

Title.	· Name.	Location of Office.
President Vice President Secretary General Solicitor Auditor General Manager Traffic Manager Agent in Hilinois for transfer of stock	F. D. Raymond	64

Name.	Post-Office Address.	Date of Expiration of Term.
Samuel Spencer  Norman Williams  J Hood Wright  A J. Forbes Leith  N J. Page  C N. Ackert  R J. Cross  C. N. Coster  A J. Gaton  A D. Wheeler  C. S. Holt  C. S. Holt	New York, N. Y. Chicago, Ill.	1896 1895 1895

## FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President First Vice President Secretary Treasurer Auditor General Manager Superintendent General Freight Agent General Fassenger Agent General Tassenger Agent	A. C. Atherton	**

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Henry Phelps Allen Mallory, Jo, D. Temple, Moses Turner S. H. Mallory, Jos. Braden E. A. Temple J. A. Gray A. C. Atherton L. C. Worley D. J. Thayer T. M. Stuart	Chariton, Iowa	1893  1894  1895

## GRAND TOWER & CAPE GIRARDEAU RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice President Secretary. Treasurer Attorney Auditor Superintandent General Freight Agent General Passenger Agent	O. L. Garrison. W. W. Barr J. P. Foster F. H. Batcher Edward Brown	St. Louis, Mo. Carbondale, III. St. Louis, Mo. Murphysboro, III St. Louis, Mo.

Name.	Post-Office Address,	Date of Expiration of Term.
E. A. Hitchcock W. O. Garrison. J. D. Peters. W. W. Barr B. B. Brownley.	St. Louis, Mo	October 18 1894  March 28, 1894

## GRAND TOWER & CARBONDALE RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice-President. Secretary Tr asurer Attorn y Auditor Superintendent General Freight Agent General Passenger Ag 'nt	O. L. Garrison W. W. Barr. J. P. Fo-ter F. H. Batcher Edward Brown.	St. Loui, Mo

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. A. Hitchcock O. L. Garrison B. B. Brownley W. W. Barr J. D. Peters	St. Louis, Mo Grand Tower, Ill Carbondale, Ul Murphysboro, Ill	March 24, 1894 October 18, 1894

## ILLINOIS CENTRAL RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vice-President Second Vice-Preside	J. T. Havahan C. A. Boek A. G. Havkstaff Herty De Wolf B. F. H. Gibson J. F. H. Gibson J. F. Fayer James Fettress F. Fairman J. F. Titus J. F. Wallace A. W. Sullivan J. F. Wallace A. W. Sullivan J. G. Ha. tigan M. Gileas H. Haker H. McCourt D. S. Bailey F. B. Harriman G. M. Dugan T. J. Hu son W. E. K-epers A. H. Hakon W. E. K-epers A. H. Hanson H. A. Winter W. M. Winter W. M. Sonshaw J. M. Daly W. B. Sonshaw J. M. Daly E. P. Skene	New York, N. Y. Chicago, Ill. New York, N. Y. Chicago, Ill.  Memphis, Tenn Centralia, Ill. Clinton, Ill. Freeport, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
His Excellency, John P. Altgeld, Governor of Illnois, ex-officio. B. F. Ayer Walther Luttgen John W. Auchincloss. Oiver Harriman John W. Doane. Chas, M. Beach Stuyvesant Fish Edward H. Harriman S. Van Rensselaer Cruger Chas, A. Peabody Jr. John C. Welling.	Springfield, III. Chicago, III. New York, N. Y  Chicago, III. Hartford, Conn Chicago, III. New York, N. Y	October, 1893. 1894. 1895.

## BLUE ISLAND RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer	Stuyvesant Fish. J. C. Welling W. G. Bruen Henry DeWolf.	Chicago, Ill

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Stuyvesant Fish. J. C. Welling. B. F. Ayer. H. DeWolf. John Dunn	Chicago, Ill.	July, 1893.

## CHICAGO, HAVANA & WESTERN RAILROAD COMPANY.

	Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer		Stuyve-ant Fish. J. C. Welling. W. G. Bruen Henry DeWolf.	Chicago, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
B F. Ayer J. C. Werling Stuyvesant Fish J. T. Harahan Henry DeWolf	44	October, 1893,

# CHICAGO, MADISON & NORTHERN RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer	Stuyvesant Fish	Chicago, Ill.

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. C. Welling J. T. Harahan. Stuyvesani Fish B. F. Ayer. Henry DeWolf.		1894

# CHICAGO & SPRINGFIELD RAILROAD COMPANY

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer	Stuyvesant Fish	Chicago, Ill

Name.	Post-Office Address.	Date of Expiration of Term.
B. F. Ayer. Henry De Wolf. J. T. Harahan. Stuyvesant Fish. J. C. Welling.		October, 1893

# KANKAKEE & SOUTHWESTERN RAILROAD COMPANY. OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer	Stuyvesant Fish. J. C. Welling. W. G. Bruen. Henry DeWolf.	Chicago, Ill

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Stuyvesant Fish B. F. Ayer J. C. We ling J. T. Harahan Henry DeWolf		1894

### RANTOUL RAILROAD COMPANY.

#### OFFICERS.

Title.	Name,	Location of Office.
President Vi-e-President Secretary Treasurer	Stuyvesant Fish. J. C. Welling W. G. Bruen. Henry DeWolf.	Chicago, Ill

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Te m.
B. F. Ayer J. C. Welling Henry DeWolf. Stuyvesant Fish J. T. Harahan	**	October, 1893.

## SOUTH CHICAGO RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vice-President. Secretary. Treasurer.	Stuyvesant Fish. J. (* Weiling. W. G. Beien. Henry DeWof.	Chicago, Ill)

Name.	Post-Office Address,	Date of Expiration of Term.
B. F. Ayer Henry De Wolf. Stuvvesant Fish J. C. Welling. J. T. Harahan		October, 1893.

# ST. LOUIS, INDIANAPOLIS & EASTERN RAILROAD COMPANY.

# Operating and Owning the Indiana & Illinois Southern Railroad,

#### OFFICERS,

Title.	Name.	Location of Office.
President Vice President Vice President Secretary. Treasurer Auditor General Manager General Freight and Passenger Agt. Train Master Master Mechanic. Road Master Agent in Illinois for transfer of stock Superintendent of Bridges	John B. Lyon. Horatio H. Gar'iner. John L. Stockton. C R. Hinkle. P. H. Blue. F. E. Baseer. W. R. Bottenfield. M. E. Hotehkiss. G. E. Surrells. Wm H. Alley.	Sullivan, Ind

Name.	Post-Office Address.	Date of Expiration of Term.
Edwin Taylor. D. J. Mackey D. J. Mackey John L. Stockton. Wm. H. Alley John B. Lyon For H. Blue For H. Blue For H. Mackey H. H. Gardner.	Chicago, Ill	1895

# INDIANAPOLIS, DECATUR & WESTERN RAILWAY COMPANY.

#### OFFICERS.

Title.	Name,	Location of Office.
President	H. B. Hammond	New York, N.Y
President. Secretary Preseurer Seneral Counsel. Anditor.	Thomas B. Atkins	
deneral Manager	R. B. F. Peirce	::
eneral Freight Agenteneral Passenger Agent	John S. Lazarus John S. Lazarus	

#### DIRECTORS.

Name.	Post-Office Address.	Date of E of Te	xpiration erm.
J. D. Probst.  Hiram Hitchcock  H. B. Hammond.  H. L. Hotchkiss.  S. H. Thayer.  Charles C. Allen.  Thomas B. Atkins.  J. K. Warren.  E. F. Leonard.  J. R. Eld r.  R. B. F. Peirce.	New York, N. Y	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1893

# INDIANA, ILLINOIS & IOWA RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vico-President Secretary and Treasurer Assistant Secretary General Solicitor Auditor General Manager Engineer Maint, of Way General Muper-niendent S perintendent of Telegraph General Massenger Agent	George H. Holt. John A. Drake Charles Martin H. K. Wheeler M. J. Hartnett T. P. Shonts Daniel Nowlan T. M. Bates P. Hesse	New York, N. Y. Chicago, Ill. New York, N. Y. Kankakee, Ill. Chicago, Ill. Kankakee, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
F. M. Drake T. P. Shonts. John A. Drake. S. S. Whitehead George H. Holt H. M. Curtis.	Centerville, Ia	3d Wednesday Jan., '94

## IOWA CENTRAL RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President First Vice-President. Secretary and Treasurer Local Treasurer General Solicitor General Auditor General Manager Superintendent Assistant Superintendent Assistant General Freight Agent General Massenger Agent	Russell Sage E. E. Chase George R. Morse T. J. Fletcher A. C. Daly E. S. Benson E. McNeill J. P. O'Brien W. H. Voorheis G. N. Gish A. F. Banks E. C. Palmer, Jr.	Marshalltown, Ia

Name.	Post-Office Address.	Date of Expiration of Term.
Russell Sage. 2. E. Chase. 3. E. Taintor. W. E. Strong. H. J. Moore. 2. H. Perkins, Jr. 3. McNeill. 3. Hackert. 2. Surbs Sage.	"arshalltown, Ia. Chicago, Ill	"

# LAKE ERIE & WESTERN RAILROAD COMPANY.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board		
President Vice-President Treasurer	L. M. Schwan	
Assistant TreasurerGeneral Attornev	A. D. Thomas W. E. Hackedorn	Indianapolis, Ind
Assistant General Attorney Auditor	John B. Cockrum W. A. Wildhack	
General Manager Chief Engineer General Superintendent	T. H. Perry	
A-sistant General Superintendent	Geo. T. Jarvis	Lima, O
Division Superintendent Superintendent of Telegraph	.10. W. Bell	Lima, ()
raffic Manager Assistant General Freight Agent Assistant General Freight Agent	S. B. Sweet	474
General Passenger Agent Heneral Ticket Agent	C. F. Daly	"
Seneral Baggage Agent	C. F. Daly	"

ew York, N. Y	1st Wednesd'y Oct.,1893
hicago, Ill	1894
	1805
1	nicago, III. ow York, N. Y

# LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board  President  First Vice-President  Secretary  Treasurer  Treasurer  Treasurer  Treasurer  General Manager  Assi-tant General Manager  Chief Engineer  General Superintendent  Assistant General Superintendent  Superintendent Eastern Division.  Superintendent Eastern Division.  Superintendent Michigan Division.  Superintendent Michigan Division.  Superintendent Michigan Division.  Superintendent Tranklin Division.  Superintendent Heisern Division.  Superintendent Detroit Division.  Superintendent Detroit Division.  Superintendent Tranklin Division.	John Newell Edwin D. Worcester Edwin D. Worcester Edwin D. Worcester George C. Greene George C. Greene Gyrns P. Leland John Newell P. P. Wright E. A. Handy W. H. Canniff P. S. Bodgett T. W. Mies J. K. Russell T. F. Mittelsey G. A. Steleo A. H. Newell S. S. Hand H. A. Worcester A. G. Amsden Wm. Kline J. T. R. McKay J. G. James A. J. Smith E. C. Luer	C eveland, O New York, N. Y Cleveland, O  "" Cleveland, O Cleveland, O Cleveland, O Toledo, O Elkhart, Ind Chicago, Ill Yorngstown, O Detroit, Mich Hillsdale, Mich Grand Rapids, Mich Cleveland, O Cleveland, O

Name.	Post-Office Address.	Date of Expiration of Term.
Vm. K. Vanderbilt Samuel F. Barger Hamilton McK. Twombley	"	May, 1894
Charles M. Reed	Erie, Pa Cleveland, O	'' 1895
odni D. woreester ohn E. Burrill Pred'k W. Vanderbilt. ohn DeKoven J. Vanderbilt	Chicago, Ill	1896
Oarius O. Mills	Pittsburgh, Pa	64 44

## SOUTHEAST & ST. LOUIS RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary. Treasurer Comptroller Assistant Comptroller General Manager Chief Engineer Division Superintendent. Traffic Manager General Freight Agent. General Frescht Agent.	J. H. Ellis. W. W. Thompson. C. Quarrier C. 'tavden J. G. Metcalfe R. Montfort. B. F. Dickson Y. Vanden Berg. C. B. Compton.	Evansville, Ind Louisville, Ky

#### DIRECTORS.

Name.	Post-Office Address.	Date of E	xpiration erm.
M. H. Smith J. M. Hamid C. C. Johnson. Lyttlet in Cooke J. A. Lindsay	Louisville, Ky. Belleville, III Louisville, Ky. East St. Louis, III	November,	1893 1894 1893

# LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY.

Title.	Name.	Location of Office.
President. Vice-President. Secreta: y Trea-urer. General Counsel Auditor Chief Engineer. Superintendent of Telegraph. General Freight Agent. Assistant General Freight Agent. Assistant General Passenger Agent. General Ticket Agent. Assistant General Ticket Agent. Assistant General Ticket Agent. General Ticket Agent. Assistant General Ticket Agent. General Ticket Agent.	E. O. Hopkins. W. J. Lewis. W. J. Lewis. Iglehart & Taylor E. B. Cooke. T. A. Allen. J. R. Samtle. O. W. Putnam. R. A. Campbell. A. G. Palmer.	Princeton, Ind

Name,	Post-Office Address.	Date of Expiration of Term.
D. J. Mackey	Evansville, Ind	October 19, 1893
W. J. Lewis. E. O. Hopkins Bluford Wilson. F. W. Scott	Springfield, Ill.	
F. W. Scott. J. C. Baldwin E. V. Loew.	INew York N Y	
W. Robinson	44.	4.4

# MICHIGAN CENTRAL RAILROAD COMPANY.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	H. B. Ledyard E. D. Worcester E. D. Worden E. Worden E. D. Worden E. D. Worden E. H. L. Hommedien E. H. L. Hommedien D. S. Surher-and W. J. Martin O. Jordan J. H. Morford J. B. Morford J. B. Morford J. B. Morford E. Markay E. Edud O. W. Ragies G. E. Kingeles G. E. Kingeles G. E. Kingeles G. J. Hupp	Detroit, Mich. New York, N. Y.  Detroit, Mich.  Bay City, Mich.  Juckson, Mich.  Chica, o, Ill.

Name.	Post-Office Address.	Date of Expiration of Term.
Cornellus Vanderbilt William K. Vanderbilt Frederick W. Vanderbilt Henry B. Ledyard. Edwin D. Woro-ster. Glanneey M. Ashley Poed Frederick S. Winston	Detroit, Mich	6.6

### JOLIET AND NORTHERN INDIANA RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President First Vice President Secretary Treasurer	C. Vanderbilt. H. B. Ledyard E. D. Worcester D. A. Waterman	New York, N, Y Detroit, Mich New York, N. Y

#### DIRECTORS.

, Name.	Post-Office Address.	Date of Expirator of Term.	tion
C. Vanderbilt. W. K. Vanderbilt. H. B. Ledyard E. D. Worcester Samuel F. Barger C. M. Depew Ashley Pond	New York, N. Y.  Detroit, Mich New York, N. Y.  Detroit, Mich	When succesor as	pp't'd

# ST. LOUIS & CAIRO RAILROAD, OPERATED BY THE MOBILE & OHIO RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice President Secretary Treasure: Assissant Secretary General Solicitor. General Auditor. General Auditor. General Superintendent. Division Superintendent. Superintendent of Machinery. Superintendent of Telegraph General Freight Agent. Assistant General Freight Agent. Acting General Passenger Agent.	James H. Fay Henry Tacon Henry Tacon A. Mackintosh E. L. Russell E. L. Russell R. V. Taylor James C. Clarke D. McLaren C. S. Clarke H. W. Clarke H. W. Clarke M. T. Carson K. McKenzie J. T. Poe	New York City, N. Y. Mobile, Ala.  New York City, N. Y. Mobile, Ala.  St. Louis, Mo. Mobile, Ala. Jackson Tenn. Murphysboro, Ill. Jackson, Tenn. St. Louis, Mo.

Name.	Post-Office Address.	Date of Expiration of Term.
W. Ritchie. A. Ande son, Jr. Thomas M. Logan F. Bross Chas, Hamilton J. A. Horsey James Edwards F. A. Horsey C. O. Patier		

# THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	D. W. Caldwell Allyn Cox. Allyn Cox. Allyn Cox. Samuel E. Williamson. H. Hammersley James P. Curry Lewis Wilhams. A. W. Johnston. C. O. Gorham. J. Gorham. G. D. Gorham. B. B. Bariegs. B. B. F. Horner. M. M. Rodgers. F. Middletrook.	Cleveland, O. New York, N. Y. Cleveland, O. Ft. Wayne, Ind. Cleveland, O. New York, N. Y.

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. K. Vanderbilt Cornelius Vanderbilt Fred W. Van e bilt. H. McK. Twombly Jno. S. Kenn-dy Jas. A. Roosevett Fred P. Oleott Chauncey M. Depew All In Cox D. W. Caldwell Samuel E. Williamson Ralph W. Hickox Chas. M. Reed	Cleveland, O.	May, 1893

## THE CHICAGO & STATE LINE RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasur r Auditor.	James, P. Curry	Cleveland, O

Name.	Post-Office Address.	Date of	Expiration Term.
Fred. P. Olcott. Wm. K. Vanderbilt. Jno. S. Ken sedy. Jno. Newell. Jus. A. Roosevelt. P. B. Smith. N. A. Skinner. I. L. Lockwood. Wm. McFadon.	Chicago, Ill New York, N. Y. Chicago, Ill	January,	1895. 1896. 1894. 1895. 18 '4. 1896. 1894. 1895. 1896.

# WISCONSIN CENTRAL LINES—NORTHERN PACIFIC RAILROAD COMPANY, LESSEE.

#### OFFICERS.

Title.	Name.	Location of Office.
Treas u er.  Assistant To asurer  Genera Noticitor.  Genera Noticitor.  General Auditor.  Andi or  General Manager  Chref Engineer  General Superintendent.  Division Superintendent.  Division Superintendent.  Division Superintendent.  Division Superintendent.  Division Superintendent.  Traffic Al unager  General Freight Agent.  Assistant General Freight Agent.  General Freight Agent.  General General Gete Agent.  General General Gete Agent.	C. A. Clark David S. Wegg J. A. Barker M. P. Wartin S. R. Ainsie J. W. Kendrick Gavin Campbell C. A. Lamoreux A. R. Horn J. M. Campell J. M. Hannaford H. C. Barlow J. B. Cavanaugh John C. Mackinnon J. C. Pond J. C. Pond	St. Paul, Minn. Chicago, III. New York, N. Y. St. Paul, Minn. Chicago, III.  St. Paul, Minn. Stevens, Point, Wis. Waukesha, Wis. St. Paul, Minn.

## CHICAGO & WISCONSIN RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President and Treasurer Secretary and General Solicitor	Edwin H. Abbot Howard Morris	

Name.	Post-Office Address.	Date of Expiration of Term.
Edwin H. Abbot Howard Morris. Henry S. Howley Thomas H. Gill. H. L. Smith.	Mirwaukee, WisChicago, Ill	Annual election.

# OHIO & MISSISSIPPI RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer General Solicitors Acting Auditor General Manager Assistant to President Chief Engineer Superintendent Assistant Superintendent Superintendent of Telegraph General Freight Agent General Baggage Agent	F. L. Jackson Ramsey, Maxwell & Ramsey. David Agnew. F. W. Traey F. E. Traey. L. C. Fritch. C. C. F. Bent. C. M. Stanton Ha ward Win Duncan	Springfield, III. Cincinnati, O. Springfield, III. Cincinnati, O. St. Louis, Mo.

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Telm.
Edward R. Bacon R. Suy am Grant J. P. Hesettine Briggs S. Cunningham John H. Davis W. Davis W. D. Seals E. R. Bell E. T. Welles J. S. Walsh W. L. Bull J. H. Wilson F. W. Traey	London, Eng. Cincinnati, O. New York, N. Y. St. Louis, Mo. New York, N. Y.	

# PAWNEE RAILROAD COMPANY.

Title.	Name.	Location of Office.
President. First V ce-President. Secretary Treasurer General Attorneys Auditor General Manager Chief Engineer General Freight Agent General Freight Agent	C. E. Clayton H. R. Davis Conkling & Grout D. A. Drennan H. R. Davis Jos. E. Burtle	Taylorville, III. Pawnee, III Springfield, III. Pawnee, III

Name.	Post-Office Address.	Date of Expiration of Term.
C. White C. E. Claylon L. K. Davis H. R. Davis Hiram White D. A. Drennan	Springfield, Ill	11 11

## PENNSYLVANIA COMPANY,

# OPERATING THE SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY. OFFICERS OF OPERATING COMPANY.

Title.	Name.	Location of Office.
President First Vice President Assistant to First Vice-President. Second Vice-President Third Vice-President Third Vice-President Second Vice-President Fourth Vice-President Secretary Treasurer Assistant Treasurer General Counsel Comptroller Auditor Fellent Keeints Auditor Fellent Keeints Auditor Fellent Keeints General Manager Consulting Engineer Chief Engmeer Chief Engmeer Gen Superintendent Transportation General Superintendent Transportation General Superintendent Chief of Motive Power Superintendent of Telegraph Purchasing Agent Freight Fraffir Manager General Freight Manager General Freight Manager General Passenger and Ticket Agent Chief Ass. General Passenger Agent General Baggage Agent Signal Engineer	James McCrea E. B. Wall J. T. Brooks T. D. Messier John E. Davidson S. B. Lieget T. H. B. McKnight John P. Henderson J. J. Brooks J. P. Henderson J. P. Farley John W. Lyon J. P. Farley James Instan Joseph Wood Felician Stataper Thomas Rodd E. B. iavloy Theo, N. Ely G. L. Potter A. M. S. Poyer Wi flam Mullins William Stewart Charles L. Cole E. A. Ford. Frank Van Dusen E. R. Bentley	Philadelphia, Pa Pittsburgh, Pa Chicago, Ili Pittsburgh, Pa Ft. Wavne, Ind. Philadelphia, Pa F. Wayne, Ind. Puttsburgh, Pa

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler. John I. Bennett W. W. Chandler Fred. W. Belz. Wm. Borner George Wilard James McCrea	Cincago, III	1895

## PENNSYLVANIA COMPANY,

# Lessee of Pittsburgh, Fort Wayne & Chicago Railway Co. officers of pennsylvania company.

Title.	Name.	Location of Office.
President	George B. Roberts	Philadelphia, Pa
irst Vice-President.	James McCrea	Pittsburgh, Pa
		Unicago, III
		Pittsburgh, Pa
hird Vice-President	I homas D. Messier	
ourth Vice-President	John E. Davidson	
ecretar	S. B. Liggett	
reasurer	T. H. B. McKnight	
ssistant Treasurer	J. P. Henderson	
eneral Counsel	J. J. Brooks	
omptroller	John W. Renner	
ssistant Comptio ler	Albert McElevey	
uditor Freight Receipts	John M. Lyon	::
uditor Passenger Receipts	J. P. Farley	
uditor Disbursements	James Instan	::
eneral Manager	Joseph Wood	
onsulting Engineer	relician Stataper	
hief Engineer.	Thomas Rodd	
en Superintendent Transportation.	E. B. Taylor	
eneral Superintendent	Charles Watts	
vi-ion Superistendent	Ç. D. Law	Fort Wayne, Ind
ivision Superintendent	A. B. Starr	Allegheny City, Pa.
hief of Motive Power	Theo. N. Ely	Philadelphia, Pa
p rimendent of Motive Power	G. E. Potter	Fort Wayne, Ind
aperintend at of Telegraph	A. M. Schoyer	Pittsburgh, Pa
drenasing Agent	Wm. Mullins	
up-rintendent of Motive Power up-rintendent of Motive Power up-rintendent of T-legraph urchasing Agent reight Traffle Manager eneral Freight Agent	William Stewart	44
eneral Passenger and Ticket Agent	E. A. Ford	**
mei Asst. General Passenger Agent.	Fank Van Dusen	44
eneral Baggage Agent	R. R. Bentley	6.6
gnal Engineer	W. McC. Grafton	* *

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Charles Lanier Henry Amy William C. Ezgleston John S. Kennedy. George B. Roberts. John N. Hutchinson Charles E Speer. Jumes McCrea. John Sherman L. B. Harrison Wm. Hoope Edward P. Williams Levi Z. Leitber.	Philadelphia, Pa Pittsburgh, Pa Mansfield, O Cincinnati, O	1896 1897 1897 1895 1894 1896

## CALUMET RIVER RAILWAY COMPANY.

Title,	Name.	Location of Office.
President Vice-President Secretary Treasurer	Thomas D. Messler. James McCrea, S. B. Liggert T. H. B. McKnight	Pittsburgh, Pa

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler James McCrea George M. Bogue, F. W. Beiz William Borner.	Chicago, Ill.	April 12, 1894.

# PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President	Charles Lanier	New York City, N. Y
Secretary	John J. Halev	Pittsburgh, Pa
General Counsel	Wheeler H. Peckham	New York City, N. Y
Treasurer	John J. Haley	Pittsburgh, Pa

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Charles Lanier Henry Amy		. Annual election, 1896.
William C. Egleston		1507
George B. Roberts John N. Hutchinson Char es E. Speer James McCrea	Pittsburgh, Pa.	1897.
James McCrea. John Sherman. L. B. Harrison	Mansfield, Ohio	. 1895.
William Hooper Edward P. Williams	''	1894
Levi Z. Leitber	Chicago, Ill	. 1894.

## SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vice President Secretary. Treasurer.	Thomas D. Messler Jam's McCrea. S. B. Liggett T. H. B. McKnight.	Pittsburgh, Pa.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler John I. Bennett W. W. Chandler. Fred W. Beiz. Wm. Borner George Willard James McCrea.	**	1895

## PEORIA, DECATUR & EVANSVILLE RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Vice-President Vice-President Vice-President Vice-Vice-Vice-Vice-Vice-Vice-Vice-Vice-	E. O. Horkins. W. J. Lewis. W. J. Lewis. Stevens & Horton. E. B. Cooke. E. D. Hopkins. I. A. Allen. R. B. Srarbuck. O. Schilling. R. A. Campbell. E. A. Campbell. A. G. Palmer. R. A. Campbell. A. G. Palmer.	Peoria, Ill. Evansylle, Ind. Mattoon, Ill. St. Louis, Mo

Name.	Post-Office Address.	Date of Expiration of Term.
H. I. Nieholas. H. I. Clark	New York, N. Y	October 3, 1893
W. H. Goudby L. M. DeVean	4.	**
Heman ClarkArnold Kummer	Baltimore, Md,	44
D. J. Mackey C. C. Baldwin	New York, N. Y	

# PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
resi lent	George B. Roberts	Philadelphia Pa
irst Vice-President	James McCrea	Pittsburgh, Pa
-sistant to First Vice-President	E. B. Wall	Chicago, Ill
econd Vice-President	J. T. Brooks	Pittsburgh, Pa
hird Vice-P esidentbuth Vice-President	Thomas D. Messler	
ourth Vice-President	John E. Davitson	**
ecretary	S B Liggett	"
rea-urer	T. H. B. McKnight	"
reasurerssistant Treasurer	M. C. Spencer	",
eneral Counsel	J. J. Brooks	
ssistan to General Counsel	L. L. Gilbert	**
omptroller	John W. Renner	
ssistant Comp roller	Albert McElevey	**
uditor of Freight Receipts	John M. Lyon	
uditor of Pas-eng r Receipts	J. P. Fariev	+ (
unitor of Disbursements	James Instan	44
eneral Manager	Joseph Wood	4.6
hief Engineer eneral Supt. of Transportation	M. J. Becker	**
eneral Supt. of Transportation	E B. Taylor	
eneral Superintentent	J. F. Miller	Columbus, Ohio
Division Superintendent	J. J. Turner	Pittsburgh, Pa
Division Superintendent	F. G. Darlington	Indianapolis, Ind
vivision superingendent	W. B. Leeds	Richmond, Ind
Division Superintendent	C. H. Walton	Logansport, Ind
Division Superintendent	H. I. Miller	Louisville, Ky
Division Supe intendent	Ralph Peters	Cincinnati, Ohio
hief of Morive Power	Theo. N. Elv	Philadelphia. Pa
cting Supt. of Motive Power	S. P. Bush	Columbus, Ohio
uperintendent of Telegraph	A. M. Schover	Pittsburgh, Pa
urcha-ing Agent	William Mullins	Trees and Brief Trees and Brief
reight Traffic Manager		4.6
eneral Freight Agent		Columbus, Ohio
eneral Agent	D S. Grav.	ooram, ac, onio
eneral Pas-, and T cket Agent	E A Fo d	Pittsburgh, Pa
thief Asst. General Pass. Agent	F ank Van Dusen	riotovargil, rannin
eneral Baggage Agent	P P Pantley	
ignal Engineer		

Name.	Post-Office Address.	Date of Expiration of Term.
George B. Roberts Frank Thom on	Philadelphia, Pa	April, 1895
Charles E. Pugh John P. Green James McCrea	Pittshurgh Pa	1894
Thomas D. Messler. William H. Barnes. Henry H. Hou-ton	rumadeipnia, Pa	1897
J. T. Brooks John E. Davitson Briggs S. Cunningham	Pittsburgh, Pa	1896
George Wil ard	hicago, III	4 4

## ENGLEWOOD CONNECTING RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer	Thomas D. Messler	Pittsburgh, Pa

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler E. B. Wall William Borner Fred W. Belz. James McCrea	Pittsburgh, Pa. Chicago, Ill. Fittsburgh, Pa	April 12, 1894

## QUINCY, OMAHA & KANSAS CITY RAILWAY COMPANY.

#### OFFICER .

Title.	Name.	Location of Office.
Chairman of the Board, Trustee. President, Trustee. Agent for Frustees. Auditor Cashier for Trustees. Superintendent Superintendent of Telegraph General Freight and Passenger Agent Assistant General Freight Agent.	Ward W. Jacobs Amos Green J. M. Savin E. J. Parker C. E. Soule A. B. Corran F. W. Evott.	Hartford, ConnQuincy, Ill

## ROCK ISLAND & PEORIA RAILWAY COMPANY.

Title.	Name.	Location of Office.
President First Vice-President Secretary Treasurer Auditor. General Superintendent. Superintendent of Telegraph General Freight Agent General Presenter General Ticket Agent Agent in Illinois for transfer of stock	A. Kimbal H. B. Sudlow. H. B. Sudlow. H. B. Sudlow. H. B. Sudlow. H. P. Greenough. H. P. Greenough. R. Stockhouse. R. Stockhouse. R. Stockhouse.	Davenport, Ia. Rock Island, Ill

Name.	Post-Office Address.	Date	of Expitation of Term.
R. R. Cable. H. H. Porter. David Dows. A. Klimball. G. W. Cable. H. B. Sudlow. Phil Mitchell.	Davenport, Ia Rock Island, Ill	June,	1894 1895 1894 1895

# ST. LOUIS, ALTON & TERRE HAUTE RAILROAD COMPANY.

#### OFFICERS.

Title,	Name.	Location of Office.
Chairman of the Board President Secretary. Treasurer Audiror General Manager Assistan General Manager General Superintendent Superintendent of Telegraph General Feight Agent General Ficket Agent General Ticket Agent General Hinket Spent General Linket Agent General Linket Agent General Linket Agent General Linket Agent Hinket Hin	George W. Parker. Edward F. Leonard. George W. Parker Henry T. Nash	St. Louis, Mo. Springfield, Ill. St. Louis, Mo. Pinckneyville, Ill. St. Louis, Mo.

Name.	Post-Office Address.	Date of Expiration of Term.
W. Bayard Cutting George Foster Peabody R. Fu ton Cutting Spencer Trask William A. Read George W. Parker Eli Wiley William K. Murphy F. M. Youngblood Levi Davis Edward Abend Jannes A. Eads H. H. Beach	St. Louis, Mo. Charleston, Ill. Pinckn-yville, Ill. Carbondale, Ill. Aiton, Il. Belleville, Ill.	1894

### BELLEVILLE & CARONDELET RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer	M. T. Stookey. Henry T. Nash George W. Parker	Belleville, III

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
M. T. Stookey E. F. Leonard. Edward Abend George W. Parker C. F. Parker	Belleville, III	June, 1894

### BELLEVILLE & ELDORADO RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer	E. F. Leonard, Henry T. Na-h R. Fulton Cutting	Springfield, Ill St. Louis, Mo New York City, N. Y

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. F. Leonard W. R. Ward W. K. Murphy W. S. Wil-on Geo. W. Parker H. T. Nash F. M. Youngblood	Springfield, Ill Benton, Ill Pinckneyvide, Ill. St. Louis, Mo Carbondale, Ill.	June. 1894

# BELLEVILLE & SOUTHERN ILLINOIS RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Secretary Assistant Secretary Treasurer	Thomas Denny E. F. Leonard H. A. Crosby J. K. Capeu	New York, N. Y Peoria, III New York N. Y

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas Denny E. F. Leonard. E. H. Perkins, Jr. Charles Butler Edwin M. Bulkley. R. Fulton Cutting Spencer Trask Edward Outhant Wm K. Murphy	Peoria, III New York, N. Y.	64 64 64 65 66 66

### CHICAGO, ST. LOUIS & PADUCAH RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer Assistant Secretary	William K. Murphy Henry T. Nash Henry T. Nash Henry A. Crosby	Pinckneyville, Ill St. Louis, Mo New York City, N. Y

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. K. Murphy Geo. W. Parker. W. R. Ward E. F. Leonard C. F. Parker F. M. Youngblood H. T. Nash	Pinckneyville, III St. Louis, Mo Benton, III Springfield, III St. Louis, Mo. Carbondale, III St. Louis, Mo.	June, 1896

### ST. LOUIS SOUTHERN RAILROAD COMPANY.

Title.	Name.	Location of Cffice.
President First Vice President Secretary Treasurer	E. C. Dawes C. W. Fairbanks Frank J. Richmann John E. McGettigan	Cincinnati, O Indianapolis, Ind

Name.	Post-Office Address.	Date of Expiration of Term.
Ephraim C. Dawes. Charles W. Fairbanks Frank J. Richmann. Samuel T. Brush. J. M. Richart. N. H. Fairbanks. C. H. Bosworth.	Chicago III	1894

## CARBONDALE & SHAWNEETOWN RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President First Vice President. Secretary.	J. E. McGettigan E. Jacoby F. J. Richmann.	Indianapolis, Ind

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expir of Term.	ation
J. E. McGettigan E. Jacoby F. J. Kichmann C. H. Bosworth S. T. Brush F. W. Tracy E. F. A. Chapman.	Carpondale. III		ot. 1893

# ST. LOUIS, CHICAGO & ST. PAUL RAILROAD COMPANY. OFFICERS.

Title.	Name.	Location of Office.
Receivers.   President   Presi	Joseph Dickson. Elenious Smith. Chas. E. Kimball. Elenious Smith. Ralph Blaisden. H. I. Harford. E. M. Rice I. W. Fowler. B. L. Babb E. C. Brandenberg.	St. Louis. Mo  New York, N. Y.  St. Louis, Mo  Alton, Ill.  St. Louis, Mo

## ST. LOUIS & EASTERN RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President First Vice-President Secretury Treasurer General Counsel Chief Engineer Superintendent General Preight Agent General Passenger Agent Agent in Illinois for transfer of stock.	William E. Guy. George O. Carpenter, Jr. James L. Blair William E. Guy. James L. Blair Robert Moore. L. S. Graves.	

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. W. Guy. Charles Valier Louis Kolb. J. S. Brewer H. R. Durkee Geo, O. Carpenter, Jr Charles D. McLane. W. F. Niedringhaus William E. Guy.	Marine, Ill Chicago, Ill. St. Louis, Mo	January 13, 1895 1894 1895 1896 1896 1896 1896 1895 1895 1894

## SAINT LOUIS & PEORIA RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary General Manager	G. E. Taintor. A. J. Moorshead A. J. Moorshead	New York, N. Y St. Louis, Mo

Name.	Post-Office Address.	Date of Expiration of Term.
G. E. Taintor	Chicago, Ill	April 1, 1893

### TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer General Attorney Auditor General Manager Chief Enzineer Acting Superintendent Superintendent of Telegraph General Ticket Agent	M. F. Watts James Hanna. Jos. Ramsey, Jr H. P. Taussig W. A. Garrett E. A. Chenery. V. W. Fisher	St. Louis, Mo

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. Taussig Jay W. Way W. B. Doddridge Chas M. Hays E. P. Bryan F. W. Traev M. E. Ingalls		

### TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

# Lessee of St. Louis, Vandalia & Terre Haute Railroad Company.

Title.		Name.	Location of Office.
President. First Vice-President. Secretary Treasurer. Assistant Auditor General Manager Assistant General Manager Engineer of M. of W. Engineer of M. of W. Superintendent of Transportatio Superintendent of Transportatio Superintendent of Transportatio General Freight Agent General Fassenger Agent Assistant General Passenger Ag General Baggage Agent.	n	John G. Williams. George E. Farrington. R. B. Thompson W. S. Roney. John G. Williams. Joseph Hill A. J. Gibbons. Benj. McKeen. E. K. Darton W. K. Elliott. R. B. Woolsey. H. W. Hibbard. E. A. Ford. J. M. Chestrough	St. Louis, Mo Terre Haute, Ind. St. Louis, Mo Terre Haute, Ind. St. Louis, Mo

Name.	Post-Office Address.	Date of Expiration of Term.
Thos. D. Messier	Pittsburgh, Pa	January, 9, 1894
James McCrea John E. Davidson W. R. McKeen	Terre Haute Ind	66
Robt. L. Dulaney E. O. Stanard	.   Marsnan, 111	
A G Henry	Greenville, Ill	"
Chas. Seybt	. Collinsville, Ill	**

# ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer	John E. Davidson. S. B. Liggett T. H. B. McKnight.	Pittsburgh, Pa

Name.	Post-Office Address.	Date of Expiration of Term.	
Thos. D. Messler	Pittsburgh, Pa	January 9, 1894	
James McCrae John E. Davidson W. R. McKeen	Terre Haute, Ind.	44	
Robert L. Dulaney E. O. Stanard A. G. Henry	St. Louis, Mo		
Chas. Seybt	Highland, Ill	6 6	

# TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY, LESSEE TERRE HAUTE & PEORIA RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President Secretary Tressurer Auditor General Manager. Assistant General Manager Engineer M. of Way Resilvant General Superintendent Superintendent of Transportation. Superintendent of Telegraph General Fassenger Agent. Assistant General Fassenger Agent. General Fassenger Agent. General Fassenger Agent. General Baggage Agent.	Jno, G. Williams. Geo. E. Farrington R. B. Thompson W. S. Roney. Jno. G. Williams. Joseph Hill P. & J. Gibbons. Benj. McKeen E. R. Darlow N. K. Elliott. R. B. Woolsey. H. W. Hibbard E. A. Ford J. M. Cheshrough	St. Louis, Mo Terre Haute, Ind. St. Louis, Mo Terre Haute, Ind. St. Louis, Mo

## TOLEDO, PEORIA & WESTERN RAILWAY COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Executive Committe Board President Vice-President Secretary Treasurer General Attorney Auditor General Manager General Manager General Superintendent Superintendent of Telegraph General Freight Agent. General Teight Agent. General Teket Agent. General Ticket Agent. General Ticket Agent. General Bagagge Agent. General Bagagge Agent.	Char'es Moran E, F Leonard Jobn W. Bunn E, D. Usner. E, F Leonard Walter S. Horton E, D. Usner. E, F Leonard E, D. Usner. E, F Leonard E, N. Armstrong C, B. Plantz D, Mowat E, N. Armstrong E, N. Armstrong E, N. Armstrong	Peoria, III. Springfield, III. Peoria, III.

Name.	Post-Office Address.	Date of Expiration of Term.
James A. Roosevelt Franklin H. Head E. F. Leonard Chas. Moran Cornelius B. Gold William H. Gebhard W. S. Horton F. D. Usner John W. Bunn	Springfield, III. New York, N. Y.	September, 1895

# TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD COMPANY. OFFICERS.

Title.	Name.	Location of Office.
President and Receiver Secretary Treasurer General Solicitor Auditor General Superintendent Division Superintendent Division Superintendent Superintendent Superintendent Superintendent of M. & R. S superintendent Car Service Superintendent Car Service General Hoodmaster General Freight Agent Assis ant General Freight Agent Centeral Passenger Agent Chief Surgeon.	M. L. Crowell W. Howard Gilder Clarence Brown D. D. Davis A. L. Mills C. N. Pratt L. T. Westrich W. I. Cooke E. Dre-ser N. McKinnon H. T. Porter W. S. Weed D. F. Jennings C. C. Jenkins	New York City, N. Y. Toledo, O.  Frankfort, Ind St. Louis, Mo Frankfort, Ind Toledo, O.  Louis, Mo Toledo, O.

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
R. G. Ingersoll. F. L. Russ. W. Howard Gilder. Jos. O. Osgood Chas. Miller. Clarence Brown. S. R. Calloway. S. H. Kneeland J. S. Stout. Lansdale Boardman F. J. Sawyer. M. L. Crowell. F. L. Geddes.	Franklin, Pa Toledo, O New York, N. Y Buffalo, N. Y Toledo, O	September, 1895. 1894. 1896.

# WABASH RAILROAD COMPANY.

Title.	Name.	Location of Office
Chairman of the Board	O. D. Ashley	New York, N. Y
President	O. D. Asniev	****
Vice-President	Edgar T. Wells	***
Vice-President	James F. How	St. Louis, Mo
Secretary	J. C. Otte-on	New York, N. Y
Freasurer	T. L. O'Leary	St. Louis, Mo
General Solicitor	Wells H. Blodgett	
Auditor	D. B. Howard	
Assistant Auditor	E. B. Pryor	
Jeneral Manager	Charles M. Hays	
Chief Engineer	W. S. Lincoln	
Jeneral Superintendent	H. L. Magee	D T 3
Division Superintendent	E. A. Gould	Chicago III
Division Superintendent Division Superin endent	J. L. GOOGFICH	Konyog City Mo
Superintendent of Telegraph	C C Vineman	Doortun III
Praffic Manager, freight	M Vnicent	St Louis Mo
Jeneral Freight Agent	S R Knight	St. Louis, Mo
Assistant General Freight Agent.	I D Land	
Peneral Passenger Agent	F Chandler	4.4
Assistant General Passenger Ager	t C S Crane	
leneral Tick t Agent	F. Chandler	
Assistant General Ticket Agent	C. S. Crane	''
eneral Baggage Agent	S. H. Overholt	**

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
O. D. Ashley George J. Gould. Edgar T. Wells.	New York City, N. Y	
Edgar T. Wells. Henry K. McHarg.		
S C Revnolds	Tolodo Obio	
John T Tarry	New York City, N. Y	
Ru-sell Sage Francis Pavy C. C. Macrae	London England	
C. C. Macrae. P. B. Wyckoff. Edwin Gould	Non York City N. W.	:: ::
Edwin Gould.	New York City, N. Y	

## WABASH, CHESTER & WESTERN RAILROAD COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President. Vice-President Secretary Treasurer Attorney Auditor. General Manager. Superint-indent. General Freight Agent. General Massenger Agent.	C. B. Cole. H. C. Cole. C. B. Cole. H. C. Horner. C. E. Kingsbury. C. E. Cole. J. R. Hawkins. C. E. Kingsbury	Chester, Ill.

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Nathan Cole Charles B. Cole H. C. Cole J. J. Mor ison. George W. Evans.	St. Louis, Mo Chester, Ill Mt. Vernon, Ill	March, 1894. 1895. 1896.

### CHICAGO UNION TRANSFER COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer	H. H. Porter Parke E. Simmons Andrew Crawford,	Chicago, Ill

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Samuel W. Allerton Andrew Crawford. George B. Harris. James McCrea Edward J. Martyn. Roswell Miller. H. H. Potter. N. B. Ream. A. A. Sprague A. B. Stickney. J. M. Wittman.	Pittsburgh, Pa. Chicago, Ill	44

### ST. LOUIS BRIDGE COMPANY.

#### OFFICERS.

Title.	Name.	Location of Office.
President Vice President Secretary.	Wm. Taussig Julius Walsh V. W. Fisher	St. Louis, Mo

#### DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. Pierpont Morgan Julius S. Walsh William Taussig Thomas E. Tutt V. W. Fisher		March 6, 1894

## LIST OF RAILROADS INCORPORATED DURING THE YEAR ENDING JUNE 30, 1893.

Illinois Railway Co. From a point in Chicago to a point on or near the eastern boundary in the State of Illinois near Rock Is and. Offices, Chicago. Capital stock, \$4,000,000. Directors, J. C. Cadwell, G. F. Watson, E. L. Waugh and Wm. Dallin. Filed July 27, 1892.

Illinois Western Railroad Co. From a point on the C., B. & Q. R. R. near the city of Canton in a southeasterly direction through the county of Fulton, to a point on the Illinois river; also to construct and acquire railroad from the town of Bryant, St. Davids and other towns in Fu. ton county on the C., B. & Q. R. R. to connect with said first described line. Offices, Chicago. Capital stock, \$75,000. Directors, G. W. Fraer, C. E. Phillips, G. F. Bartlett, Jr., S. A. Burnham and C. P. Solberg. Filed July 30, 1892.

Illinois Southwestern Railway Co. From a point on the proposed line of the Chicago & New Orleans Railway, between Jefferson and Franklin counties, in a southwesterly direction to the city of Carbondale. Offices, Chicago. Capital stock, \$1,000,0 0. Directors, R. S. Wade, D. R. McCutchen, D. M. Sill, W. Briggs and C. E. Wyman. Filed August 8, 1892.

Chicago Great Western Railway Co. From a point on the boundary line between the States of Indiana and Illinois, at or near the southeast corner of section five, township thirty-six, in a westerly, northerly and easterly direction to a point on the shore of Lake Michigan in section thirty-two, township forty-one. Offices, Chicago. Capital stock, \$90,000,000. Directors, J. L. Pratt, Sycamore, Ill.; S. C. Stickney, H. A. Gardn r, W. A. Gardner and P. E. Simmons, Chicago, Ill., and Robert C. Wright, C. Nichols, R. DuPuy and E. Hadley, St. Paul. Filed August 12, 1892 and November 14, 1892.

Tri-City Terminal Co. From a point in the city of Rock Island to the town of Milan, also to the city of Davenport in Scott county, Iowa. Office, R. ck Island, Ill. Capital stock, \$1,000,000. Directors, H. Carse, W. Roth, O. Huber, J. W. Potter, F. C. Denkman, F. Hass, V. M. Blanding, E. W. Gayer, G. G. Craig, J. Crubaugh and S. W. Searle. Capital stock, \$1,000,000. Filed August 15, 1892.

Lake Street Elevated Railroad Co. From a point near the east end of Lake street in the city of Chicago, extending in a westerly direction to the west line of Cook county, with such feeders, loops, switches and branches as the board of directors may deem advisable. Offices, Chicago. Capital stock, \$5,000,000. Directors, P. H. Rice, O. W. Bruner, M. C. McDonald, H. L. Holland, H. P. Thompson, O. M. Brady, T. P. Hicks, E. Walker. Filed August 23, 1892.

Clayton, Pea Ridge and Coal Co. Extending from Clayton in Adams county, to section thirty-six, Schuyier county. Office, Clayton, Adams county, Capital stock, \$200,000. Directors, T. J. Clark, E. Yakel, Pea Ridge; B. W. Bryant. D. M. Hals ead, Keithsburg; F. P. Clark, Mt. Sterling; G. W. Montgomery, Clayton; J. Brady, Pea Ridge. Filed August 29, 1892.

Chicago Union Elevated and Tunnel Railway Co. From a point in the first ward in the City of Chicago and all necessary branches in a westerly direction to the western limits of said city. Offices, Chicago. Capital stock, \$17,000,000. Directors, J. Tyler, J. G. Cozzens, F. Landis, H. Hurlbut, G. M. Eckels. Filed September 6, 1892.

The Elevated Terminal Railway Co. of Chicago. From a point north of the south line of Washington street in the south division of the city of Chicago, between the east line of Fifth avenue and the Chicago river on the west, thence southerly to a point between the north line of Adams street and the south side of Polk street on the south, thence easterly to a point between the west line of State street and Lake Michigan on the east, thence in a northerly direction to a point north of the south line of Randolph street and the Chicago river on the north, thence in a westerly direction to the point of beginning, with all proper branch lines. Offices, Chicago. Capital stock, \$7,500,000. Directors, W. C. Gunn, J. H. Miller, A. Gillespie, P. Brown and W. G. Adams. Filed September 21, 1892.

Chicago & Southern Railway Co. From a point at or near the city of Chicago to a point at or near Paris in the county of Edgar. Offices, Chicago. Capital stock, \$10,000,000. Directors, F. E. Hinckley, Chicago; D. T. Little, Springfield; W. H. Holcomb, Chicago; F. H. Jones, Springfield; J. H. Wilson, S. T. Dresser, J. I. Pierce and J. Mather. Filed October 24, 1892.

The City Elevated Railway Co. From a point on Michigan avenue between Lake and Harrison streets in the city of Chicago, to a point in the boundary line of Cook county between Kedzie avenue and State street. Offices, Chicago. Capital stock, \$7.500,000. Directors, W. H. Davis, L. C. Link, J. L. Read, J. K. Biele and E. S. Homans. Filed November 15, 1892.

St. Paul, Galesburg & Southern Railway Co. From a point on the northern line of the State of Illinois in Jo Daviess county in a southeasterly direction to the town of Waverly in the county of Morgan, with a branch from a point in Fulton county northeasterly to the city of Peoria, and from said point in Fulton county southwesterly to a point on the Mississippi river in Pike county. Offices, Chicago. Capital stock, \$6,000,000. Directors, J. A. Gray and A. C. Atherton, Lewistown; W. M. Van Nortwick, Batavia; E. A. Temple, Des Moines; T. M. Stuart, S. H. Mallory and D. J. Thayer, Chariton, Iowa. Filed November 29, 1892.

Indianapolis & Southwestern Railway Co. From Indianapolis, Indiana, to East St. Louis, Illinois. Offices, Chicago. Capital stock, \$250,000. Directors, J. G. Davis, W. A. Wallace, S. S. Thompson, G. H. Crosby and W. A. Ball, Chicago: L. N. Downey, Gosport, Ind.; James King, Owen county, Indiana. Filed November 30, 1892 and December 9, 1892.

Chicago, Lake View & Suburban Electric Railroad Co. From a point in the city of Chicago north to Waukegan, Illinois, with branches running east and west and to furnish electric lighting and power in towns connected with its road. Offices, Chicago. Capital stock, \$500,000. Directors, W. J. McGarigle, Lakeview; H. Jampolis and J. McKeough, Chicago; H. Southworth, Waukegan; J. G. Jenkins, Ravenswood. Filed December 9, 1892.

Chicago, Evanston & Indiana Railway Co. From a point between the north city limits of Chicago and the north line of Cook county in a westerly and southerly direction, thence easterly intersecting the line dividing the States of Indiana and Illinois at a point between the south line of Cook county and Lake Michigan with branches deemed necessary. Offices, Chicago. Capital stock, \$5,000,000. Directors, J. W. Taylor, J. G. Watson, N. P. R. Hatch, J. Davis and David Williams. Filed December 17, 1892.

DeKalb, Chicago & Great Western Railroad Co. From the city of DeKalb to the city of Sycamore, a so in the county of DeKalb. Offices, DeKalb. Capital stock, \$15,000. Dire tors, C. E. Bradt, W. C. Lott. S. E. Bradt, A. W. Fisk. F. C. Patten and W. L. Ellwood, DeKalb; D. J. Carner, Sycamore. Filed December 17, 1892.

Chicago & Mississippi Railroad Co. From the city of Chicago to a point on the Mississippi River in Mercer county, and from a point on said line in Stark county to a point on the Mississ ppi river in Pike county. Offi es, Chicago. Capital stock, \$10,000.000. Directors, D. W. McCord, S. M. Dunton, N. J. McMillen, G. F. Tibbits and Chas. M. Lahm. Filed December 20, 1892.

St. Clair County Coal Railroad Co. From a point on the Mississippi river in Madison county to a point on the Mississippi river in St. Clair county opposite the city of St. Louis, Mo. Offices, East St Louis, Capital stock, \$100,000. Directors, S. H. Hoffman, W. H. Miltenberger, G. W. Davis and H. H. Elliot, St. Louis, J. B. Lovingstone, M. W. Mattindale, J. A. Maner, G. W. Booker and R. V. Gordon, East St. Louis. Filed December 22, 1892.

Chicago and Calumet Valley Railroad Co. From a point in the south part of the city of Chicago in a southwesterly direction to a point in Lemont township, known as the Sag. Offices, Chicago. Capital stock, \$500,000. Directors, J. G. Campbell, J. B. Payne, H. A. Ridder, W. Brace and C. V. Smith. Filed December 23, 1892.

Granite City and Madison Belt Line Railroad Co. From the Chicago, Peoria & St. Louis and the Toledo, St. Louis & Kansas City Railroads near the northeast quarter of section thirty in township three, north, range nine west of third principal meridian, in the county of Madison to a point near the southwest quarter of section eighteen in said township and range at or near the Wabash, the Indianapolis & St. Louis, and the Chicago and Alton Railroads, and from said last named point to a point near the northeast half of section twenty-four in township three, north, range ten, and from last named point to the point at or near the point of first beginning. Offices, Kinder, Illinois. Capital stock, \$100,000. Directors, F. G. Niedringhaus, St. Louis; W. F. Niedringhaus, St. Louis; C. N. Travons. Edwardsville; M. Henson, Kinder; G. Little, Glen Carbon. Filed December 27, 1892.

The Chicago and Southwestern Electric Railway Co. Running in an east and west line from and between the southeast corner of section four, township thirty-seven, north, range fourteen east of third principal meridian, and the northwest corner of section nine, township thirty-seven, north, range thirteen east of third principal meridian Offices, Chicago, Capital stock, \$250,000. Directors, B. F. Jacobs, O. K. Monson, T. J. Bolger, E. P. Crooker, D. R. Niver, R. S. Thain and E. G. Weinnick. Filed January 9, 1893.

Chicago and Hammond Railway Co. From a point in the city of Chicago to a point on the State Line between the State of Indiana and Illinois. Offices, Chicago. Capital stock, \$200,000. Directors, F. H. Bowen, D. Ward, A. H. Voldintine, W. P. Black and W. H. Fitzgerald. Filed January 12, 1893.

Chicago, Grand City and Terre Haute Railway Co. From Chicago, Illinois, to Grand City and Terre Haute, Indiana, as near the State line between Illinois and Indiana as practicable. Offices, Chicago. Capital stock, \$2,000,000. Directors, I. T. Dyer, W. D. Boss, C. J. Stromter, A. J. McDonald, H. G. Tweed, C. D. Hyndman and J. L. Greaves. Filed January 14, 1893.

Chicago and North Shore Belt Terminal Railroad Company. From a point on the Illinois and Wisconsin State line near Spring Bluff Station to Waukegan, Lake county, Illinois. Offices, Chicago. Capital stock, \$200,-000. Directors, C. H. Whiting, R. E. Ismond, J. H. Varvlissingen, S. J. How, F. S. Reed, J. E. Colnon, and H. A. Jones. Filed February 2, 1893.

St. Louis, Collinsville & Eastern Railway Co. From the city of East St. Louis to Collinsville with a branch from the nearest and most practical point to the town of Venice. Offices, East St. Louis. Capital Stock. \$250,000. Directors, A. Young, St. Louis; J. Hannerty, Chicago; W. Young, St. Joseph; S. P. Gordon and P. A. Gordon, Glen Carbon. Filed February 6, 1893.

Chicago, Joliet and Western Railway Co. From a point in Cook county on the Western limits of Chicago, to the Mississippi river, with extensions and other connections necessary. Offices, Chicago. Capital stock, \$5,000,000. Directors, J. W. Tayler, L. M. Martin, D. Williams, N. P. R. Hatch, J. Davis. Filed March 6, 1893.

Springfield, Jacksonville & Winchester Electric Railway Co. From Springfield, Sangamon county, to Winchester, Scott county, through Jacksonville, Morgan county. Offices, Jacksonville. Capital stock, \$1,000,000. Directors, J. F. Self, G. Huffaker, Jacksonville; J. Gibbs, Scott county; W. Case, Jacksonville; S. S. Dewees, Alexander. Filed March 6, 1893.

Ohio River and St. Louis Railway Co. From a point on the Ohio river at Golconda, Polk county, westerly to a point on the Paducah division of the Cairo Short Line near the station called Reevesville. Offices, Golconda. Capital stock, \$150,000. Directors, J. A. Rose, W. P. Sloan, T. McGowan, H. Clanahan, P. V. Trovillion and G. Gilbert, Jr., Golconda, and J. R. Steagall, Brownfield; J. A. Whiteside, Allen Springs. Filed March 6, 1893.

Chicago and West Ridge Railread Co. From a point on the line of the Chicago & Northwestern Railway at or near Weber Junction, Cook county, to a point at or near the intersection of Lincoln avenue and Peterson avenue in the city of Chicago. Offices, Chicago. Capital stock, \$25,000. Directors, B. F. Weber, T. Sutton, B. W. May, H. P. Kranz, W. H. Alsip and P. Reidberg. Filed March 21, 1893.

Chicago, Joliet & Southwestern Railway Co. From Chicago to a point on the east bank of the Mississippi river near or opposite the city of Burlington, Iowa. Offices, Chicago. Capital stock, \$5,000,000. Directors, J. E. Willams, C. Macklin, G. Wilson, W. B. Wilson and J. Lansing. Filed March 25, 1893.

Chicago & Texas Railroad Co. In Illinois, consolidation of the Grand Tower & Carbondale and Grand Tower & Cape Girardeau now constructed. Offices, Murphysboro, Jackson county. Capital stock, \$2,500,000. Directors, W. W. Barr, Carbondale, F. H. Batrher, J. W. Lewis, J. P. Foster, Murphysboro; J. B. Gazzam, St. Louis. Filed April 13, 1893.

Grand Central Railway Co. From Chicago north and east of the north branch of the Chicago river in a northerly and westerly direction, also with branches southerly and southwesterly, and also to the villages of Bowmanville, Niles Center, Des Plaines, Norwood Park, and Wheeling or any one or more of them to the south line of Lake county; thence northerly and westerly to a point on the line between Illincis and Wisconsin on the most feasible route to Lake Geneva, also a branch line to Waukegan, and thence to the State line. Also most feasible route to Pullman and South Chicago, and thence southeasterly to the State line between Illinois and Indiana, with all necessary branches. Offices, Chicago. Capital stock, \$15,000,000. Directors, J. V. Farwell, R. Meadowcraft, W. Temple, F. H. Starkweather, A. Peterson, E. Knauer and W. J. Richardson. Filed April 27, 1893.

Raven & Springfield Railway Co. From near Raven, Edgar county, where the Indianapolis, Decatur & Springfield and the Indianapolis, Decatur & Western crosses Indiana and Illinois State line, to the city of Decatur. Offices, Decatur. (apital stock, \$1,000,000. Directors, T. B. Akins, J. K. Warren, W. C. Outten, H. P. Page and J. E. King. Filed May 11, 1893.

DuQuoin and Murphysboro Coal and Railroad Co. From DuQuoin to Murphysboro, Jackson county, twenty miles. Capital stock, \$50,000. Directors, W. S. Hawks, F. P. Fallon, D. Oustott, J. C. Monk and H. F. Linge. Filed May 31, 1893.

# APPENDIX.



#### No. 1.

### TRAVELERS' PROTECTIVE ASSOCIATION, Complainants,

VS.

### INDIANA & ILLINOIS SOUTHERN RAILROAD COMPANY, Respondents.

#### UNSAFE CONDITION OF BOADWAY.

This complaint, filed by the President of the Travelers' Protective Association under date of April 6, 1893, alleges that the condition of the Indiana & Illinois Southern Railroad is dangerous for passenger travel, and requests that an investigation be made; whereupon the Board instructed their Consulting Engineers to make an examination of the physical condition of the road.

The report of the engineers was filed July 8, recommending a reduction of twenty-five per cent. in train speed for both passenger and freight trains. The report was approved by the Board, and a copy, together with order of the Commission to comply therewith, was sent to the Vice-President of the company at Chicago.

The matter remained in this status until October 24, on which date an accident occurred just east of Effingham, injuring passengers. Investigation was at once made by the Board and the Consulting Engineers, and, under date of October 27, a report was made to the Board by its Consulting Engineers, in which appears a copy of their report on the physical condition of the road made July 8.

The report was approved by the Commission, and an order issued instructing that necessary repairs be made to put the road in safe condition.

#### REPORT OF CONSULTING ENGINEERS.

[Copy.]

DWIGHT, Illinois, October 27, 1893.

Hon. W. S. Cantrell, Chairman Board of R. R. and W. Com., Springfield, Ill.:

DEAR SIR:—On Tuesday morning, the 24th inst., at about 6:10 A. M., a passenger train wreck occurred on the Indiana & Illinois Southern Railroad, about one and one-half miles southeast of Effingham, in which thirteen passengers were injured. Upon information that a wreck had occurred, we sent you the following telegram:

"Hon. W. S. Cantrell, Benton, Ill.:

"Wreek on Indiana & Illinois Southern at Effingham; thirteen hurt one fatal. We go at once to investigate.

(Signed)

D. C. Morgan,"

We reached Effingham Wednesday night, the 25th inst., and were met there by yourself. On Thursday morning, the 26th inst., we accompanied you to the scene of the wreck, making a careful examination of the situation and getting such information concerning it as possible.

In Effingham we also made inquiry into the cause of the wreck from every available source, and upon part of the information received and our personal observation at the scene of the accident we hand you herewith our report:

On May 24, five months prior to the accident referred to, we made a critical examination of the physical condition of the Indiana & Illinois Southern. The examination was made at the request of the Commission, based on a complaint filed with the Commissioners by the Travelers' Protective Association, alleging that the road was unsafe. The following is a copy of the report made in compliance with the order of the Commission:

[Copy.]

SPRINGFIELD, ILL., July 5, 1893.

Hon. W. S. Cantrell, Chairman Board of R. R. and W. Com., Springfield, Ill.:

DEAR SIR:—Pursuant to the instructions of your Board, we have made a complete examination of the physical condition of the Indiana & Illinois Southern Railroad; also made inquiry into such other matters concerning the road as were thought important for your consideration.

To facilitate our work, the general manager of the road, Mr. P. H. Blue, placed a special engine and car at our disposal. We were accompanied by officers of the road, who assisted us and gave us such information as we desired. The inspection was made in the following manner:

The speed of the train was reduced to about six miles per hour, and, in addition to the observation of the track, as the train proceeded, stops were made every two miles and a complete inspection made in detail; also, stops were made at all structures and an examination made of the character of their construction and their condition.

A history of the organization and construction of the Indiana & Illinois Southern Railroad will be found in Poor's Manual of Railroads for 1888, which is doubtless sufficiently accurate for your information in that regard, in connection with the complaint you have under consideration. The present company owns and operates a fraction over ninety miles of main line track, fifty-eight miles being in Illinois, extending from Effingham, in a southeasterly direction to the Wabash River, or State line of Indiana. The road was constructed in 1880 and was originally narrow gauge (three feet). It was widened in 1887, and has since been operated as a standard gauge road.

Right of Way.—The right of way varies in width, and is ample for all necessary trackage.

Fencing.—About one-half of the line is fenced; the fences were constructed partly by the railroad company and partly by the adjoining property owners, and they are maintained in fairly good condition.

Excavations.—The excavations are ample in width, but they are not well distinct therefore the track cannot be kept in good alignment and surface throughout the year.

Embankments.—The embankments are generally of good form, though somewhat deficient in width at grade in some places.

Grades.—There are many short grades on the line, not of importance as affecting the safety of trains; the only grade of importance is that entering Effingham from the south.

Ties.—The ties are generally of white and burr oak: more than one-half of them are for the narrow gauge, six feet in length, having been in service since the road was constructed. The average useful life of the ties is about eight to nine years; many of them that are still in service are broken and rotted out, having been in the track twelve years. All ties which have been inserted since the road was reconstructed in 1887 are eight feet long by six by eight inches, and are in good condition, but they constitute less than one-half of the total number of ties in the track. The ties average two thousand, seven hundred to the mile, which would probably serve their purpose fairly well even with the light rail in use if thoroughly maintained.

Track Rails.—The road in Illinois is laid with iron rails, weighing thirtyfive pounds per lineal yard, which have been in the track since the road was constructed. They are of various lengths up to thirty feet. Their

condition is poor, being much worn, shivered and bent

Joint Fastenings.—The rail joint fastenings were originally twenty-inch fish plates, having four one-half-inch bolts with nuts. These plates have been worn and broken by service so that some of the joints are now poorly supported, some of the plates being only three inches in length and connected by a bolt inserted between rail ends and the nut tightened. Generally the joint fastenings are in very poor condition.

Spikes.—The spikes are small, mostly those originally used before the gauge of the road was changed. All new spikes are standard in size.

Cattle Guards.—The cattle guards are of various forms of construction and furnish quite ample protection if thoroughly maintained, but some of them are in poor condition, needing renewals and repair.

Bridges.—There are many wooden trestles and pile bridges. In all instances they were rebuilt when the road was reconstructed and standard gauged in 1887-89. They are built of white oak, three piles under caps and well braced. They are well constructed and in good condition generally. The east approach pile bridge to the Embarrass river bridge is supported by only two piles for each bent. A third pile should be inserted and the piles braced diagonally. In a number of instances rip-rap protection is needed to prevent bulkheads from being undermined and washed out in time of freshets. The low and unsurfaced condition of the track approaching most of the trestles is such that the structures are subjected to severe strains by trains passing over them, and also the trains themselves.

Truss Bridges.—There are two truss bridges, one over Embarrass river of two spans of one hundred and twenty-five feet each, constructed by the Massillon Bridge Co., and one over the Wabash river of three spans of one hundred and seventy feet each and a draw span of two hundred and thirty-eight feet, constructed by the Keystone Bridge Co. These bridges are both built of iron, are in good condition and competent to the service. Heavy steel track rails are laid on these structures.

Stations and Buddings.—The towns along the line are very small, with three exceptions, and have been supplied with old box cars for depots, but suitable platforms for handling freight have been constructed in addition. There are fairly good station buildings and platforms at Robinson and Palestine.

Water Tanks.—Water tanks have been erected along the line where needed; they are small, but answer the purpose reasonably well.

shops.—The repair shops of the company are located at Palestine and they are supplied with machinery and tools suited to all ordinary repairs to engines and cars for the road.

Rolling Stock.—The rolling stock consists of three box cars, one hundred and two gondola cars, two coaches, two combination baggage and mail cars and five locomotives; nearly all are poorly maintained, perhaps excepting the gondola coal cars. Some of the coal cars are of sixty thousand pounds capacity. The locomotives vary in weight from twenty-five to fifty tons. The heavy engines are not used on the Illinois portion of the road.

Train Speed.—The speed of passenger trains as scheduled in their time card of April 30th gives a rate of fifteen miles per hour including stops. Freight trains eight and one-half miles per hour including stops.

Traffic.—The principal traffic on the line is derived from the products of the coal mines and the products of agriculture. Much of the traffic is moved in foreign cars of sixty thousand pounds capacity, thus subjecting the light weight rails to service they were never intended for.

The foregoing facts show that important improvements in the road were made in 1887-89 but they also show that the improvements were not so complete as to fully adapt the road to the heavy traffic brought upon it by widening its gauge. The physical condition of the road and equipment in Illinois, with the exception of the bridges, is at a very low standard. The weight and condition of the rail and its joint fastenings are inadequate to economically or safely support the traffic.

It will be seen by reference to the financial condition of the company as reported to the Commission for the year ending June 30, 1892, that the ability of the company to make improvements out of net earnings is very limited, and that its property and income are quite insufficient to furnish a basis for any firm of additional loan. All of the information obtained and also the report of the officers of the company confirm the reasonableness of the complaint made to the Commission; but we are glad to say that the accidents have consisted in the derailment of trains, which resulted only in bruising some of the passengers, no fatal injury having been received by anyone so far as we could learn.

#### CONCLUSIONS.

From a careful consideration of all the factors mentioned and also minor ones which have come u der our observation, we see no feasible remedy for the evil complained of but to reduce the speed of both passenger and freight trains until the road shall be so improved as to justify a higher speed. A reduction of twenty-five per cent from the present schedule would reduce the liability to accident and might stimulate the company to its greatest ability in making the needed improvements: therefore we recommend it.

This report was approved by the Commission and a copy sent to Mr. John B. Lyon, Vice-pres dent of the road with an order to reduce the speed of the trains twenty-five per cent. On August 1, Mr. P. H. Blue, General Manager of the road, having received a copy of our report and the order of the Commission, addressed us the following letter:

"Sullivan, Ind., August 1, 1893.

"Dw'ght C. Morgan, Esq., Dwight, Ill.:

DEAR SIR:—I have a copy of your report to the Railroad and Warehouse Commission. I desire to thank you for the general fairness and accuracy of the same, but desire to call your attention to some matters which, I think, out of justice to us, should be modified.

Under the head of excavations, you state they are, "ample in width but are not well drained, therefore, the track cannot be kept in good align ment or surface throughout the year." It occurs to me that you might say in this connection that the ditches will necessarily fill up to some extent in the spring of the year when the frost goes out of the ground and rains are heavy, and as the time you made the examination was so early we had not had time to clean them out. While it was late enough to have done the work, yet it was so wet in the spring, you will remember, that the ground was in no condition that it could be worked.

In regard to ties, you state that, "more than one-half of the ties are narrow gauge, having been in service since the road was constructed." You are in error about this matter. The fact is, that in 1885 and 1886 we retied almost the entire road with 6 feet narrow gauge ties. This was done before we concluded to change the gauge. It was a mistake of course, but yet it was done. The six foot ties are seven and eight years old.

In regard to spikes. There is some discrepancy in this. We commenced using a standard gauge spike before we widened the gauge, and in re-tieing and widening the gauge we lost a large per cent of the spikes, all of which we replaced with standard gauge spikes. All spikes used since then have been standard gauge.

You state that as we are using foreign cars from other roads, many of them sixty thousand pounds capacity, they are too heavy for the rail, and conclude by recommending a reduction of the speed. It is true that we use foreign cars and some of thirty ton capacity, and these are too heavy for the rail, but that does not particularly affect the passenger train service. Our passenger cars are light and the engines that we use in that service are light and, therefore, the fact that the other cars are too heavy should not apply to the passenger service, and it does not seem to me that the passenger service should for that reason be reduced in speed. Not much of the coal going off of our line goes over the Illinois division, and most of the coal cars are now fifty thousand pounds capacity. We reduced the maximum loading of cars going to Illinois to forty thousand pounds capacity, which, I think, is more effective than would be the reduction of speed. During the dry season of the year the speed of the passenger trains is certainly slow enough. It is true that in case of extreme bad weather, or when the frost is going out of the ground the speed is a little fast, but this continues only a few days and we have always reduced the speed, running behind time without making any change in the schedule time to meet this emergency.

I enclose you a copy of a letter I have written the Secretary of the Railroad and Warehouse Commission for your information, and would be pleased to have you write me what you think about these suggestions, as a reduction of our passenger train speed will very seriously interfere with all our connections.

Yours truly,

(Signed)

P. H. BLUE,

General Manager.

Copy of letter addressed to J. W. Yantis, enclosed with above letter:

SULLIVAN, IND., August 1, 1893.

Hon. J. W. Yantis, Secretary Railroad and Warehouse Commission, Springfield, Ill.:

DEAR SIR:—Your favor of July 28th, to Mr. J. B. Lyon, of Chicago, enclosing report of Messrs, R. P. Morgan & Son, concerning our road, has been referred to me. Mr. Morgan's report is generally very fair indeed, but there are a few matters about which he has made mistakes. I desire to take this up with young Mr. Morgan, who went over the road, and call his attention to it and have them corrected, and I think he would also change his recommendations when his attention was called to them. In the meantime I would be pleased if you would withdraw your requirement to reduce the speed of the trains until I have time to discuss the matter with Mr. Morgan.

Yours truly.

(Signed)

ours trury,

P. H. BLUE,

General Manager.

After considering the points mentioned in the letter of Mr. Blue, we addressed him as follows, also sending to Hon. W. S. Cantrell a copy of the letter to Mr. Blue:

DWIGHT, ILL., August 14, 1893.

Mr. P. H. Blue, General Manager of the Indiana & Illinois Southern Railroad Co., Sullivan. Ind.:

DEAR SIR:—Your favor of August 1st came duly to hand. In reply I beg leave to say that at the time I made the inspection of your road, it was perhaps early in the season to expect that the road was at a standard of maintenance that you would have it before entering upon the rainy season and winter.

Of course my report was based upon the conditions as I found them, and my conclusions were based upon them as a whole, and I still feel justified in the conclusions which I presented to the Railroad Commission. It is very far from my wish to embarrass you in any degree in the operation of your road, and I am also sure that the Commission has the same feeling.

I will gladly re-inspect the road at any time you may feel satisfied that it has been improved to an extent that will justify a withdrawal of the requirements made by the Commission.

(Signed)

Yours truly,

DWIGHT C. MORGAN.

Consulting Engineer R. R. and W. Commission of Illinois.

Copy of letter to Hon. W. S. Cantrell, Chairman of the Board:

DWIGHT, ILL., August 14, 1893.

Hon. W. S. Cantrell, Chairman, Board of R. R. and W. Com., Springfield, Ill.:

DEAR SIR:—Mr. P. H. Blue, General Manager of the Indiana and Illinois Southern Railroad, has written to our junior member, Dwight C. Morgan, in regard to the report made by him on the physical condition of that road. After a consideration of his letter, and a review of the report and the original notes from which it was made, we have replied as follows:

#### [Copy.]

Mr. P. H. Blue, General Manager of the Indiana & Illinois Southern Railroad Co., Sullivan, Ind.:

DEAR SIR:—Your favor of August 1st came duly to hand. In reply I beg leave to say that at the time I made the inspection of your road, it was perhaps early in the season to expect that the road was at a standard of maintenance that you would have it before entering upon the rainy season and winter.

Of course my report was based upon the conditions as I found them, and my conclusions were based upon them as a whole, and I still feel justified in the conclusions which I presented to the Railroad Commission. It is very far from my wish to embarrass you in any degree in the operation of your road, and I am also sure that the Commission has the same feeling.

I will gladly reinspect the road at any time you may feel satisfied that it has been improved to an extent that will justify a withdrawal of the requirements made by the Commission.

Yours truly,

DWIGHT C. MORGAN,

Consulting Engineer Board of R. R. and W. Com, of Illinois.

Very respectfully submitted,

(Signed)

RICHARD P. MORGAN & SON,

Consulting Engineers, Bd. R. R. & W. Com. of Ill.

The schedule under which the wrecked train was running was the last issued under date of April 30, 1853, which is the same schedule from which we recommended a reduction of twenty-five per cent. in the speed. In seeking information in Effingham concerning the present train schedule of the road we sent the following message to Mr. Blue:

"Mr. P. H. Blue, General Manager, Sullivan, Ind.:

Have you issued time card since one dated April 30, 1893?

(Signed) D. C. Morgan."

We received the following reply:

"D. C. Morgan, Effingham;

There has been none put in effect since that date. Have been making a new one. Mr. Blue not in the city to-day.

W. R. BOTTENFIELD,

Train Master."

The information we received from passengers who were on the train, and also from the report of the accident sent in to the general manager, was that the train was making between fifteen and twenty miles per hour. The accident occurred on a decending grade, the train consisted of an engine, one combination baggage and mail car and one coach, having left Effingham at 6 A. M. for Switz City. From information received and observation of the conditions, it seems clear that the rear truck of the coach jumped the track about sixty feet north of a small trestle structure about ten feet in length and fifteen feet high; the car was pulled over the ties with the rear truck off the track until the bridge was reached, when they were wrenched from under the car and hung suspended from the outside of the bridge. This broke the coupling between the coach and the baggage car, and the coach tipped over, striking the bank on its side and rolling to the bottom, about sixteen feet, turning over in the descent. The bridge received little damage other than the breaking off of the ends of the ties outside the rail.

The cause of the accident seems due to a broken rail. The evidence, so far as it was gathered, shows that the order of the Commission reducing the speed of the trains has never been complied with. The condition of the road, at least in the locality of the accident, is substantially the same as it was when critically inspected the 24th of May last, therefore so far as this part of the road is concerned we can but confirm to you our report of July 5th last.

Very respectfully submitted,

(Signed)

RICHARD P. MORGAN & SON, Consulting Engineers, R. R. & W. Com. of Ill.

#### ORDER OF COMMISSION.

Office of Railroad and Warehouse Commission, Springfield, Nov. 24, 1893.

To the Indiana & Illinois Southern Railway Company:

On the 4th day of April, 1893, George S. McGrew, President of the Travelers' Protective Association, made complaint to the Board of Railroad and Warehouse Commissioners, charging in general terms, that your line of railroad from Effingham, Illinois, to the State line, was in an unsafe and dangerous condition.

In pursuance of this complaint, Mr. Dwight C. Morgan, our consulting engineer, was directed to make a thorough and complete examination of the physical condition of that part of your line in Illinois.

On the 8th day of July, 1893, Mr. Morgan made his report, recommending a reduction of twenty-five per cent in the speed of your trains, both passenger and freight. Your schedule, in force at that time, was 1 miles per hour for passenger, and eight miles per hour for freight trains. This report was approved by the Board and an order made in compliance with the recommendations. A copy of both the report and order of the Board thereon was furnished the Vice-President of your company, at Chicago, on July 28, 1893.

On the 24th ultimo, a wreck in which thirteen people was injured occurred on your road, near Effingham. On the 26th ultomo, Mr. Morgan and the Chairman of this Board visited the scene of the wreck, and after a very careful examination of the situation, they were unable to observe any improvement in the condition of your track since the examination above referred to.

At the time of the wreck your train was running at the rate of fifteen miles per hour. This, as you well know, was in direct violation of the order of this Board, which was then and still is in force.

You are hereby notified that in the judgment of the Railroad and Warehouse Commission it is necessary to repair the track of that part of your line in Illinois, by replacing the old rails with new ones, competent to the service, and that you put in a sufficient number of new cross ties, so as to make your line safe for those who may desire to travel over it or any part of it, as well as safe for your employés, and that you also ballast said track as rapidly as possible.

We therefore recommend to you, the said Indiana & Illinois Southern Railroad Company, that you make the repairs above specified without delay. All of which said repairs, renewals and improvements, are deemed by us as necessary to the safety of persons being transported over that part of your line located in the State of Illinois.

You are also notified that in accordance with the statute in such case made and provided, on Wednesday, the 20th day of December, A. D. 1893, at the hour of 1 P. M., of said day, at the office of the said Railroad and Warehouse Commission, in the State House, at Springfield, you will be given a full and fair hearing on the subject of the investigation and recommendation for repairs embraced within this notice, and you are hereby required at the time and place aforesaid, to appear and show cause, if any you have, why the repairs and improvements above specified shall not be made forthwith by you.

You are also notified that the order reducing the speed of your train is still in force and that a violation of it in the present unsafe condition of your line of railroad, would be a criminal disregard of the safety and rights of the traveling public.

This notice is given in pursuance of an act of the Legislature, approved June 16, 1887, and in force July 1, 1887.

[SEAL.]

Witness our hands and the seal of the Railroad and Warehouse Commission, this the 24th day of November, A. D. 1893.

> W. S. CANTRELL, C. F. LAPE,

Commissioners.

Attest: J. W. Yantis, Secretary

#### No. 2.

# CENTRALIA & CHESTER R. R. COMPANY, Petitioners,

VS.

# LOUISVILLE & NASHVILLE R. R. COMPANY, Respondents.

#### PROTECTION OF CROSSING-NASHVILLE, ILL.

Under date of June 21, 1892, it was ordered by the Board of Railroad and Warehouse Commissioners, upon further consideration of the petition of the Centralia & Chester R. R. Company for leave to cross the tracks of the Louisville & Nashville R. R. Company, that the petitioner, the Centralia & Chester Railroad Company, shall pay the first cost of the construction and the putting up of an interocking device, and also the expense of maintaining the same in good order, condition and repair. But the question of apportioning the expense of the operation of said plant was reserved until such time as the device to be used shall have been agreed upon by the parties, or, in case of their failure to agree, prescribed by the Commission. Inasmuch as under the statutes the companies are permitted to agree upon a plan of interlocking, provided they can do so, it was ordered that this case be held under consideration by the Commission, pending the efforts of the parties to agree upon a plan.

On the 14th day of June, 1893, came the parties in the above cause, by their respective solicitors, and it appearing to the Commission that the parties in interest had been wholly unable to agree upon the kind of interlocking system or device to be used at the point where the Centralia & Chester R. R. Company crosses the Louisville & Nashville, and it further appeared to the Commission that it is not probable that said parties will be able to agree upon said interlocking system or device for protecting said crossing, and that both parties are desirous that the Commission itself shall order and determine the kind of interlocking system or device to be used in the protection of said crossing, and the said parties having signed an instrument in order that said Commission could at once take action as to the kind of interlocking system or device that should be used for the protection of said crossing.

Whereupon the Commission instructed their Consulting Engineer to view the crossing and prepare plans for an interlocking device for the protection of said crossing. Plans were prepared by the Consulting Engineers, approved by the Commission, and forwarded to the railroad companies in interest. The general plan of the device approved being as economical as practicable, having due consideration for the statutes and the requirements of the Board bearing upon this subject.

#### No. 3.

# CITY OFFICIALS OF CARMI, Petitioners,

VS.

# LOUISVILLE & NASHVILLE RAILROAD, CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILROAD, Respondents,

#### DEPOT FACILITIES-CARMI.

#### PETITION.

To the Honorable Board o Railway and Warehouse Commissioners of the State of Illinois:

GENTLEMEN: —We, the undersigned, hereby petition your honorable Board, and beg leave to submit the following state of facts relative to the poor and insufficient accommodations afforded the citizens of Carmi, Illinois, and vicinity, by the "Cairo, Vincennes & Chicago Railway Company" and the "Louisville & Nashville Railway Company" in the matter of freight and passenger depots, to-wit:

- 1. The "Cairo. Vincennes & Chicago Ruilway," or perhaps, more properly, the "C., C., C. & St. L.," or "Big Four," whose "Danville & Cairo Division" passes through Carmi, has no passenger depot here whatever, they using merely a little corner in the "L. & N." depot.
- The said "Big Four" unloads its local freight on a platform at least one hundred feet from its freight warehouse, and this distance runs across one street and several railroad tracks.
- 3. The Louisville & Nashville road has a small freight and passenger depot combined, having one small waiting room, which is used by both roads; one small freight and baggage room, and one small office, ten and one half feet wide and nineteen feet long, in which from three to seven men work, it being used for freight office, express office, telegraph office and ticket office by the L. & N. and for ticket office and baggage room by the Big Four. These little rooms often become so full that a portion of the baggage is piled out into the waiting room.
- 4. The waiting room of this L. & N. depot is small, poorly heated poorly lighted and poorly ventilated. It is almost always dirty, filthy and injurious to public health. It is the only accommodation there for both sexes, and is often crowded to its utmost capacity with men, women and

children. It is heated (?) by one common cannon stove, standing near the center between two doors, and on a real cold day you will see men of all conditions of life, two to ten feet deep, standing around a red-hot stove, while women and children range 'round the wall on wooden benches, (there are but three benches in the room, and they are against the walls,) while the doors of the room are being constantly opened and closed by comers and goers, blowing what little heat there is left out of the room, precipitating the noxious gases to the cooler parts of the room and leaving those who are too weak to crowd in to the stove chilled and cold and uncomfortable.

- 5. These wooden benches are often used by tramps and "bums" to sleep on at night, and are left dirty, filthy and frequently covered with vermin. Men smoke cigars and pipes and chew and spit where they please in this small waiting room, and it is the wish and hope of the citizens here that the railroad companies be required to provide a separate and comfortable waiting room for ladies.
- 6. The platform where passenger trains receive and put off passengers is also used by the freight trains to receive and unload freight. That platform is often piled high with all kinds of freight when the passenger train arrives, and people are compelled to climb over and among all kinds of machinery, boxes, lumber, hardware, stoves, pitchforks, molasses barrels, coal oil barrels and oil tanks and cans, and ladies frequently have their elegant dresses and wraps daubed and besmeared with molasses, coal oil and grease; and not infrequently people's clothing is torn and damaged by coming in contact with pitchforks, chicken coops and great stacks of barbed wire, not to say anything of the many falls and bruises sustained by people falling over this plunder at night.

We therefore humbly beg your honorable Board to exercise whatever power you may have in the premises to require these railroad companies to build and maintain depots for the comfort of passengers and for the protection of shippers of reight at this place.

Dated at Carmi, Illinois, this sixth day of November, 1893.

#### REPORT OF COMMISSIONER LAPE.

CHICAGO, November 9, 1893.

To the Honorable Board of R. R. & W. Commissioners:

I wish to call the attention of the Board to the condition of several of the railroads which I have passed over in the last two weeks; also to the passenger depot at Carmi, Ill., located on the Big Four and Louisville & Nashville R. R. This depot is in a horrible condition, filthy, crowded for room and a short platform in front on which the Big Four unloads freight from their local trains, and there are times when there is scarcely room for a dozen persons to stand on the platform.

I would suggest that the Secretary be instructed to write the Big Four and Louisville & Nashville and request that a new depot be placed there at once. I would also suggest that the attention of the Board of Health be called to the filthy and unhealthy condition of this depot.

I also wish to ca'l the attention of the Board to the joint track used by the P., D. & E and the T. H. & P. R. R. from a point where they connect with the Illi ois Central to a point where the T. II. & P. connects with the P., D. & E.

The track and bridges between these two points are in a dangerous condition, and I would recommend the reduction of passenger train speed to fifteen miles per hour and the same to be in force until the track is put in good condition, and that the P., D. & E. and T. H. & P. be notified of this action.

Also wish to recommend to the Board that the receiver of the Jacksonville & Southeastern R. R. be requested to place new steel rails and 500 new ties in addition to the ties already placed upon the Springfield & Havana branch, and if the same is not done within ninety days from this date that the road be closed from further traffic.

I wish to bring before the Board the condition of bridges and trestle works upon the St. Louis & Chicago R. R. between Litchtield and Springfield, and request the General Manager of that road to place new stringers upon all bridges and trestle works on the line of this road, the same to be done within sixty days. There is about 7,000 lineal feet of bridges and trestles on that line needing stringers, and in bad condition for want of same. Respectfully,

(Signed)

C. F. LAPE,

Railroad and Warehouse Commissioner.

Approved by the Board November 9, 1893.

J. W. Yantis, Secretary.

LETTERS OF CHAIRMAN CANTRELL TO OFFICIALS OF RAILWAY COMPANIES.

OFFICE OF BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS, SPRINGFIELD, ILLINOIS, NOVEMBER 23, 1893.

J. G. Metcalfe, Esq., General Manager L. & N. R. R. Co, Louisville, Ky.:

My Dear Sir:—On the 15th instant our Secretary, Mr. J. W. Yantis, under the direction of the Board, wrote you, calling your attention to the condition of your depot at Carmi, Illinois, and requesting you to build a new depot there without delay. A similar letter was addressed to the management of the C., U., C. & St. L. at the same time. We are so far without any reply from you concerning this matter. In the mean time, Dr. J. W. Scott, Secretary of the State Board of Health, whose attention was also called to the sanitary condition of your depot as above, addressed communications to both yourself and the Big Four people requesting that the evils complained of be remedied without delay. He informs me that he is in receipt of a reply to his letter from Mr. B. S. Sutton, Superintendent C., C., C. & St. L., in which he says he has been trying for some time to obviate the present condition of this depot and that if you will "take steps to remedy this matter, we will bear our proportion of the expenses."

We very much hope that you will not delay this matter unnecessarily. Your early reply will greatly oblige.

Yours very truly,

(Signed)

W. S. CANTRELL, Chairman.

Springfield, Ill., November 23, 1893.

B. S. Sutton, Esq., Superintendent U., C., C. & St. L. R. R. Co., Mt. Carmel, Ill.:

MY DEAR SIR:—I beg to enclose you a copy of letter just written to the General Manager of the L. & N. R. R. Co., with reference to the depot at Carmi, Ill. In the meantime it will be well for you to take the matter up with him with a view of hastening it.

Very truly yours,

W. S. Cantrell, Chairman.

REPLY OF GENERAL MANAGER OF THE LOUISVILLE & NASHVILLE.

AT MEMPHIS, TENN., November 22, 1893.

Mr. J. W. Yantis, Secretary Rai road and Warehouse Commission, Springfield, Ill.:

DEAR SIR:—I am in receipt of your favor of the 15th inst, having reference to the condition of the passenger depot at Carmi, Ill.

I am free to admit that the building referred to is not as substantial and as pretty a building as I would like to see at Carmi. It is, however, in such a condition that it can be made comfortable both in summer and winter; not as comfortable, of course, as many depot buildings that are to be found at other points on this company's line.

This company has lately erected several depots, and would have erected more, but on account of our business being very much depressed, with very little prospect of improvement in the near future, we do not feel that it is proper for us to go to further expense: and I think that at this time, when railroad companies, as well as everybody else, are compelled to curtail expenses as low as possible, it would not be for the best, at least from a business standpoint, for us to go to the expense of rebuilding depot at Carmi.

Yours truly.

(Signed)

J. G. Metcalfe, General Manager.

LETTER OF C AIRMAN CANTRELL TO GENERAL MANAGER OF THE LOUIS-VILLE & NASHVILLE.

Springfield, Ill., November 29, 1893.

J. G. Metcalfe, General Manager L. & N. R. R. Company, Louisville, Ky.:

My Dear Sir:—I am in receipt of your favor of the 24th inst., replying to my letter of the 23d, with reference to the depot at Carmi, Ill., in which you say that you trust that your letter to our Sceretary of the 22d inst. will be satisfactory. Referring to this letter, I desire to say that it is not satisfactory to the Commission, neither is it satisfactory to the citizens of Carmi and the patrons of your road. We recognize fully the depressed condition of affairs during the last few months, and, perhaps, the request originally made, that you build a new depot, was a little broad. If you will renovate and enlarge your depot so as to accommodate the traveling public, that will answer the present purpose, otherwise we will have to take further steps in the matter. To do this will not be very expensive to you, and will at the same time satisfy your patrons. I hope to hear from you on this subject with a favorable reply at a very early date.

Yours very truly,

W. S. Cantrell, Chairman.

REPLY OF GENERAL MANAGER OF THE LOUISVILLE & NASHVILLE.

Louisville, Ky., December 1, 1893.

Mr. W. S. Cantrell, Chairman Railroad and Warehouse Commission, Springfield, Ill.:

DEAR SIR:—Replying to your favor of the 29th ultimo, I have to-day written our Chief Engineer to take up the matter of renovation and enlargement of our depot at Carmi and submit plan for same.

Yours truly,

(Signed)

J. G. METCALFE, General Manager.

#### No. 4.

#### CLAIM OF FRANCIS A. RIDDLE.

STATE OF ILLINOIS, SS. COUNTY OF COOK.

Francis A. Riddle, being duly sworn on his oath says that he is a citizen of the State of Illinois and a resident of the city of Chicago and has for twenty-two years last passed been engaged in the general practice of law in said city of Chicago.

Affiant further says that during the month of November, 1887, the Honorable George Hunt, then Attorney General of the State of Illinois, requested this affiant to begin two suits at law in the Criminal Court of Cook county, one of said suits to be commenced against the Michigan Central Railroad Company, the other of said suits to be commenced against th Lake Shore and Michigan Southern Railroad Company; that the said Attorney-General at that time i formed this affiant that complaint had been made to the Railroad and Warehouse Commission by a citizen or citizens of this State against each of said railroad companies, to the effect that said railroad companies had refused and neglected to comply with and carry out the provisions of an act of the General Assembly of this State, entitled "An act relating to the receipt, shipment, transportation and weight of grain in bulk by railroad companies," approved June 15, 1887, and that the Railroad and Warehouse Commissioners of this State wished said suits prosecuted upon the complaint so made against said railroad companies, respectively, for the purpose of enforcing the penalties and provisions of said act of the General Assembly; that after consultation with the said Attorney General, this affirst proceeded to investigate the facts contained in the complaint so made and to commence said suits against said respective railroad corporations; and that on or about the 29th day of November, 1887, this affiant began in the Criminal Court of Cook county two suits, one in the name of the people of the State of Illi-nois v. The Lake Shore & Michigan S uthern Railroad Company, the other in the name of the people of the State of Illinois v. The Michigan Central Railroad Company, and filed special declarations under said statute so approved June 15, 1887, in said cases; and that from, on or about said 29th day of Novem er, 1887, until about the 14th day of January, 1893, this affiant had sole and exclusive charge of the conduct and disposition of said cases.

Affiant further says that in order to prosecute said causes intelligently he found it necessary to make, and did make a thorough study and examination of all of the provisions of said act so approved June 15, 1887, and of all of the general acts of the State of Illinois which create and define the powers of the Railroad and Warehouse Commissioners in this State; that he examined the facts upon which complaint was made to the Railroad and Warehouse Commissioners prior to the commencement of said suits; that he examined with great care all of the authorities and all of the adjudicated cases bearing upon the va idity and constitutionality of the statute so approved June 15, 1887, and all of the authorities and adjudicated cases relating to the power of the Railroad and Warehouse Commissioners to enforce such statute; that from time to time after the commencement of said suits this affiant consulted with the Honorable George

Hunt during his term of office as Attorney General in relation to the condition, conduct and termination of said causes in said criminal court and concerning the general provisions of law involved therein. This affiant also had several interviews and consultations concerning questions involved in said suits, with the Honorable Isaac N. Phillips, who was a member of the Board of Railroad and Warehouse Commissioners from about the month of January, 1889, until the month of January, 1893; and that during such consultations both with the said Attorney General and with the said Phillips as such Commissioner, the position taken by this affiant respecting the said suits, the manner of conducting the same and the arguments and authorities suggested by affiant concerning the validity and constitutionality of the statute involved and the right and duty of the Railroad and Warehouse Commissioners to enforce the provisions of said statute were approved and acquiesced in by said Attorney General and by said Phillips as such Commissioner.

Affiant further says that during the progress of said causes through said Criminal Court, it became and was necessary, and this affiant had many interviews with the attorneys for said respective railroad companies concerning the conduct and disposition of said causes; that between the time of the commencement of said suits and the determination thereof by the Honorable Edward F. Dunne, one of the Judges of the Circuit Court of Cook County, then holding one of the branches of the Criminal Court of Cook County, in January, 1893, it became and was necessary and this affant did in fact attend upon the Criminal Court on a great many days at different times for the purpose of trying, or having set for trial, said causes of action.

Affiant further says that after the passage by the Congress of the United States of the act commonly known as the Inter-State Commerce Law, this affiant made a special examination of the provisions of that law, for the purpose of determining whether or not the statute of this State, so approved June 15, 1887, was rendered invalid or inoperative by reason of said act of congress or anything therein contained; that from the date of the organization of said Inter-State Commerce Commission, this affiant examined all of the decisions and acts of said Inter-State Commerce Commission, so far as they would in any way appertain to the controversies involved in the said two suits so pending in the Criminal Court of Cook County; that after the commencement of said two suits, this affiant made unusual and careful preparation to try the same and continued the work and labor necessary to a careful preparation for trial from time to time until the same were finally disposed of by the said Criminal Court of Cook County.

Afflant further says that after the filing of the declarations in said two cases, the attorneys for one of said railroad companies, to-wit, the Lake Shore and Michigan Southern Railroad Company, filed to the declaration in that case:

First—The general issue, or a plea of nil debit, and

Secondly—Special pleas, in which special pleas were set up a defense, consisting of allegations of the invalidity of the statute of 1887, under which said suits were brought, and also allegations to the effect that the Inter-State Commerce Law had superseded the necessity of any such state regulation, and that the power to regulate the subject matter of said statute of 1887 had become inoperative by reason of said Inter-State Commerce Law, so enacted by the Congress of the United States.

Affiant further says that after the commencement of said suits, he prepared a general brief of points and authorities upon the questions involved in said suits, and that he submitted such brief by appointment, during the pendency of said suits, to the Honorable Isaac N. Phillips, then President of the Board of Railroad and Warehouse Commissioners of this State; that at such consultation the said Phillips approved and confirmed the points and arguments contained in the brief so prepared by this affiant.

And this affiant further says that some time during the progress of said suits in the Criminal Court, it was stipulated with the attorney for the Michigan Central Railroad Company that the suit against that corporation should abide by the decision, and take the same course as the suit against the said Lake Shore and Michigan Southern Railroad Company, as and when it should be determined; that the said suit against the Lake Shore and Michigan Southern Railroad Company was duly tried and argued in the month of December, 1892, before the Honorable Edward F. Dunne, Judge of the Circuit Court of Cook County, then holding a branch of the Criminal Court of said county; that after the trial and argument of said case in said Criminal Court, and at the request of his Honor, Judge Dunne, this affiant prepared with great care a brief and argument in writing, covering the questions involved in said controversy, and submitted the same to the Court, before his decision in said causes; that after the preparation and submission of said brief, the counsel for said defendant railroad company also prepared an elaborate brief on behalf of the company in answer to the brief and argument of this affiant, which brief by defendant's counsel was submitted to said court, and thereupon and thereafter this affiant examined the brief and authorities therein cited, so filed by said defendant's counsel, and prepared and submitted to said court a brief and argument in reply to the brief and argument so filed by defendant's counsel.

And affiant further says that from the time when this affiant so at the request of said Attorney General, began the work incident to the commencement and prosecution of said two suits, he spent in and about the work necessarily incident to the proper care and conduct of such matters much more than sixty days of actual time; that he has been paid no sum or amount whatever on account of the services so rendered by him in the premises, but, on the contrary, he paid out at the time of filing declarations in said suits the sum of fourteen dollars (\$14.00) for clerk's costs and sheriff's fees required by law to be paid to such officers.

Affiant further says that the services so rendere! by this affiant as above set forth are worth more than the sum of twenty-five hundred dollars (\$2,500,00).

Affiant further says that he has prepared a statement in writing in which he has set forth, hypothetically, the services actually rendered by this affiant in the conduct of said causes, and submitted such hypothetical statement to a number of lawyers in this city, requesting from such lawyers an opinion as to the value of the services so outlined in said hypothetical statement, and presents the opinions of such lawyers practicing in this city herewith.

And affiant further says that no one of the lawyers who have so given their opinion as to the value of the services indicated in such hypothetical statement had any knowledge whatever of the amount charged to the Railroad and Warehouse Commissioners by this affiant, and so far as this affiant now knows none of the lawyers whose opinions are herewith submitted now have any knowledge of the amount charged by this affiant for his services in the premises.

(Signed) Francis A. Riddle.

Subscribed and sworn to before me this 5th day of June, A. D. 1893.

[SEAL.] (Signed) WILLIAM D. RAWLINS,

Notary Public.

Springfield, Ill., February 16, 1893.

Mr. Francis A. Riddle, Attorney, Home Insurance Building, Chicago, Ill.:

MY DEAR SIR:—I am directed by our Board to decline to pay your bill as rendered by you in the matter of The People, etc., against the Lake Shore & Michigan Southern and Michigan Central Railroads.

Yours very truly,

(Signed) W. S. CANTRELL,

CHICAGO, February 18, 1893.

My Dear Sir:—I am in receipt of your letter of the 16th instant, in which you say that you are directed by your Board to decline to pay the bill as rendered by me for services in People vs. L. S. & M. S. Ry., and in People vs. M. C. R. R.

Inasmuch as no reason is even indicated for this action of your Board, I assume such action to be simply an arbitrary refusal to pay the bill.

I would like very much to retire from any professional connection with litigated controversies which are so barren of honors and which are wholly without profit.

Very respectfully,

Francis A. Riddle.

To Hon. W. S. Cantrell, Chairman Railroad and Warehouse Commission, Springfield, Ill.

CHICAGO, June 12, 1893.

To the Board of Railroad and Warehouse Commissioners, Springfield, Ill:

GENTLEMEN:—Concerning the claim of Hon. Francis A. Riddle for legal services in cases of The People of the State of Illinois vs. The Lake Shore and Michigan Southern Railroad Co., and The People of the State of Illinois vs. The Michigan Central Railroad Co., I desire to say:

Soon after the passage of the act of the General Assemb'y, entitled, "An act relating to the receipt, shipment, transportation and weight of grain in bulk by railroad companies," in the year 1887, I was informed that complaints had been made to the Railroad and Warehouse Commissioners of the failure and refusal of the two rail oal companies above named to provide Hopper Scales, as required by said law. At a meeting of the board soon thereafter, I was consulted concerning said matters and as a result thereof it was determined to bring suits against said railroad companies for refusal to comply with the provisions of the act in question, and the Board ordered the suits brought. It was then agreed that it would be necessary to have local counsel in the city of Chicago to look after the details of the prosecution, as my time was then wholly taken up by other important official duties, incumbent upon me as Attorney General. Gen. Rinaker, at that time Chairman of the Board, then asked me who would be a good lawyer to place the cases in charge of, and I suggested Mr. Riddle, saying that he was competent and that I had understood he had been somewhat instrumental in having the law passed, and would be probably well posted as to its provisions. Thereupon Gen. Rinaker suggested that we put the matters in Mr. Riddle's charge with instructions that he bring suits.

Mr. Riddle began suits and had charge of them during their pendency in the Criminal Court of Cook County, representing the people whenever these suits were called. He at one time requested me to be present at a hearing in the State Court, but I was unable to do so on account of the pressure of other official duties. I am

Very respectfully, etc.,

(Signed)

(Signed)

GEORGE HUNT.

COPY OF LETTER SENT SEPARATELY TO EACH OF THE GENTLEMEN WHOSE
NAMES APPEAR UNDER THEIR OPINIONS AS TO THE
VALUE OF SERVICES RENDERED.

Assuming that the Board of Railroad and Warehouse Commissioners in November, 1887, through the Attorney General of the State, employed counsel of reputable standing and capability, upon complaint of a citizen of this State, to begin two suits in the name of the People of the State of Illinois, one against the Lake Shore & Michigan Southern Railroad Company, and another suit against the Michigan Central Railroad Company, for the purpose of enforcing the provisions of an act of the General Assembly en-

titled "An act relating to the receipt, shipment, transportation and weighing of grain in bulk by railroad companies," approved June 15, 1887, and found on page 1033, volume 3, of Star & Curtis Statutes.

That the professional services of such counsel after his employment, included the making of a thorough examination—

First.—Of all the provisions of that statute and of all the facts complained of, such facts showing the failure and arbitrary refusal on the part of the railroad companies to comply with the provisions of such statute.

Second.—A special examination of the statutes of this State, creating and defining the powers of the Railroad and Warehouse Commissioners.

Third.—A full examination of all the authorities and adjudicated cases upon the subject matter involved in the question of the validity and constitutionality of the statute of 1887, supra, and of the power of the Railroad and Warehouse Commissioners to enforce the same.

Fourth.—Frequent consultation with the Attorney General and the Railroad and Warehouse Commissioners, concerning the subject matter of the two suits, between the 29th of November, 1887, and the month of January, 1893, such dates being the period between the commencement of the two suits and the ultimate decision rendered by Judge Dunne in the Criminal Court of Cook County, January 14, 1893.

Fifth.—Many interviews with counsel for the defendant Railroads, representing the conduct and disposition of the two suits.

Sixth.—Subsequent to its passage and before the case was disposed of in the Criminal Court, the making out of a thorough examination of the Inter-State Commerce Law, so called, and of all of the decisions of the Inter-State Commerce Commission, and of the courts on questions arising under the Inter-State Law, so far as such decisions involved the construction of the State law of 1887, and the question of whether or not the State law was inoperative because of any congressional legislation under the commerce clause of the Constitution of the United States.

Seventh.—Services rendered in arranging with different judges and at many times to have the cases heard.

Eighth.—Attendance in the Criminal Court on many motions relating to the two suits, on many occasions during a period of more than five years.

Ninth.—Careful preparation of the cases for trial.

Tenth.—Preparing brief of points to be used in the oral argument on trial.

Eleventh.—Trial and full oral argument of one of the cases by stipulation, the other case to be determined the same way as the one tried.

Twelfth.—Preparation, at the request of Judge Dunne, of a full brief and argument in writing, after the trial of the case.

Thirteenth.—Examining the long brief and many authorities cited therein, filed by the counsel for the defendants.

Fourteenth.—Preparing and presenting an elaborate brief in reply to brief of defendant's counsel.

Fifteenth.—Services rendered in the Criminal Court upon the decision of Judge Dunne, and in the entry of orders relating to the final disposition of the case in that court.

What would you say to be the usual and customary charge of lawyers in the city of Chicago for retainer and for such professional services as would be necessarily incident to the commencement, conduct, preparation, trial and argument of such suits, involving a determination of the kind and nature of the questions above indicated, and for the time necessarily employed in rendering such services—not exceeding sixty days?

#### REPLIES.

CHICAGO, June 6, 1893.

I estimate the foregoing services, upon the facts as stated, to be reasonably worth the sum of \$5,000.

(Signed)

James L. High.

I have been a practicing lawyer in Chicago for more than twenty years. For the services specified in above question, the sum of \$4,200 would be customary and reasonable.

(Signed)

A. S. TRUDE.

My Dear Mr. Riddle:

I am to a large extent familiar with the questions arising in this case, and fully appeciate their importance and the difficulties of always drawing the line under the Commercial Grant in the Federal Constitution and State jurisdiction. I am of the opinion that \$3,000 is a reasonable fee for a lawyer fit to consider and present the questions that arise under these laws.

Yours, etc.,

(Signed)

Upon the facts above stated, I should think the services worth \$3,000.

LYMAN TRUMBULL.

A Practicing Attorney in Chicago.

In answer to the above question, I would say not less than \$100 per day. This I think would be a minimum charge, under the conditions stated as a basis for the question.

(Signed)

JNO. N. JEWETT.

In my judgment, \$1,000 retainer and \$100 per day would be a fair, reasonable and usual charge for the services.

(Signed)

WM. J. HYNE.

Assuming the above services to have been as stated, I should say that \$5,000 or \$6,000 would be a customary charge for retainer and professional services.

(Signed)

FRANCIS W. WALKER.

Assuming that the services above enumerated were performed by connsel, I say that a fee of \$5,000 would be a most reasonable one.

(Signed)

EGRERT JAMISON.

#### No. 5.

# THE MADISON, ILLINOIS & ST. LOUIS RAILWAY CO., Petitioner,

VS.

THE WABASH RAILROAD CO., THE CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY CO., THE CHICAGO & ALTON RAILROAD CO.,

Respondents.

This case originally came up under the former Commission, the following being the opinion and order:

Opinion by Phillips. Chairman:

Petitioner seeks to cross with its tracks, the tracks of the Wabash, the "Big Four," and the Chicago and Alton Railroads, near Kinder, Madison county, Illinois. The respondent companies are all objecting to the proposed crossing. Hence this petition for an order of the Commission granting leave to cross.

The crossing is objected to, among other things, upon the ground that there is no public necessity for the building of petitioner's road across the tracks of respondents at the point proposed; that from all that appears the road will terminate on a prairie where there are no inhabitants; that the industries and factories which petitioner alleges it is seeking to reach upon the west are merely projected, and no one knows whether they will ever be built.

It is further objected that the only object of petitioner in forcing this crossing is to connect with what is known as the "Bluff Line," just beyond the point of crossing.

It is further contended that, in case petitioner is permitted to cross at all, an overhead crossing should be ordered in order to avoid the danger and delay to travel and transportation which the statute directs shall not be "unnecessarily" interfered with.

Finally it is said, in case petitioner is permitted to cross at grade as prayed, it should bear all the expense of protecting the crossing, including the expense of operating the interlocker.

Upon these several points of objection we observe:

1. That the Railroad Commissioners of Illinois are not made by law judges of the necessity for building railroads. The General Assembly, in the act for the incorporation of railroads, has fixed all the conditions and limitations which exist on this subject. Neither this tribunal or any other has been designated by law to judge of the traffic necessity of new lines. Some States, we believe, have put restrictions upon the building

of railroads; but ours has not. Charters are taken out fixing the termini of the line to be built; and considerable latitude is allowed to the constructing company in locating its line between these points. Existing lines have in some cases been almost paralleled by useless and speculative lines of road; but there has been and is no legal authority, so far as we know, to prevent this, however much good business judgment may be violated.

2. The same may be said of the objection that the sole object of petitioner is to meet the "Bluff Line," and give that company traffic arrangements for crossing the tracks of respondents. If this objection were sustained it would go to the right of petitioner to build the road, and not merely to the particular place where it is seeking to locate its line. We are not aware that a connection with the "Bluff Line" is an illegal object, or that the Commissioners of Railroads have any power to examine into the motives of petitioner and to deny its petition upon the ground that its object is not deemed to be justifiable. The Commissioners are simply directed by the statute, after hearing, to "prescribe the place where and the manner in which such crossing shall be made." If the company has complied with the necessary statutory provisions to enable it to build a railroad, we, as Railroad Commissioners, are not authorized to deny that a crossing of some kind may be made of the tracks across which it projects its line. In other words, we are to "prescribe" a crossing, not deny one altogether.

We have said no power exists to prevent petitioner from proceeding with the construction of its line upon the ground that it meets no public necessity, and that the objects and motives of its projectors are not proper. It is sufficient, perhaps, to say that this Commission can assume no such power under the statute. Petitioner before proceeding to cross the right of way of respondents with its road, must, in addition to getting leave of the Commission, proceed to condemn its right of way in the County Court. If any power exists in that court to check the building of this line upon the grounds urged, respondents can there interpose their objections, and that tribunal will judge of its own jurisdiction and powers.

3. The objection based upon the danger to travel and transportation upon respondents' lines, which will result from the proposed crossing, raises the question whether, with such crossing well protected by interlocking, will entail an "unnecessary" danger and delay within the meaning of the statute. It is the judgment of the Commissioners that every crossing, however well protected by interlocking, introduces some elements of danger and of delay to travel and transportation. The language of the statute is that future crossings shall be constructed "at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed."

We once had occasion to observe in the case of the Chicago, Madison & Northern R. R. Co. vs. The Bell Railway Company of Chicago, that the word "unnecessary" is not used in this statute in its strict philosophical sense. In that sense, only that is "necessary" which cannot possibly be avoided, and there would always be a possibility of changing the place and manner of a crossing in order to avoid even the slightest danger or delay. The General Assembly evidently expected that some crossings would still be made at grade. Grade crossings were not positively prohibited, but a means was provided by which, when the configuration of the ground proved favorable, crossings might be ordered to be constructed over or under. It was doubtless intended that reasonable regard should be had to the circumstances of each case. The question here, therefore, is not whether there will be some danger and some delay, but will this crossing "unnecessarily" impede or endanger travel or transportation within the sense intended by the General Assembly? Recognizing fully the desirability of separating crossing tracks where that is feasible, we do not think a fair application of this statute justifies us in ordering an overhead crossing in the present case. We have caused an estimate to be made of the expense of such a crossing, which is about \$77,000. Such a burden, the railway companies of this State have only in rare instances

voluntarily imposed upon themselves in the past for the sake of avoiding danger and delay, even though when their lines were built, no such safety appliances were used or existed as those which may now be put in at this crossing.

Putting expense aside, however, as not to be weighed against danger to life and property, a further difficulty still exists. Petitioner states one of its objects to be to connect its line with the three respondent railways, particularly the "Big Four," which is the middle track of the three, they all lying parallel and near together at the point designated, the Wabash being upon the east, the "Big Four" in the middle and the Alton upon the west. The act for the incorporation of railway companies provides that every corporation formed under the act shall have power:

"To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connection; and every corporation whose railway is or shall be hereafter intersected by any new railway shall unite with the corporation owning such new railway in forming such intersection and connection, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connection, the same shall be ascertained and determined in manner prescribed by law."—2 Starr & Curtis, page 1914, Par. 6.

In order to "intersect, join and unite" its tracks with the tracks of respondents, as it seems petitioner has a right to do under the above provision, petitioner would be compelled to build an additional track upon a level with the tracks crossed. But the same difficulty we now have would then again present itself, for petitioner could not connect with the "Big Four" from the east without crossing the Wabash; and it could not connect with the Alton without crossing both the Wabash and the "Big Four." Thus if petitioner were to insist upon its right to connect with these roads, we should have practically a grade crossing at last; and although such a crossing, made for the purpose of delivering and receiving cars, would perhaps be less used than a regular grade crossing, it would nevertheless, in the judgment of the Commission, be such a crossing as would require protection by interlocking. Thus we see an order for an overhead crossing would probably tend very little to simplify the situation. We have therefore determined that we cannot deny the prayer of the petition. While interlocking machines do not entirely avoid danger and delay at crossings, they do have the effect of reducing these to a minimum. With such an equipment we are not able to say in the language of the statute that a grade crossing here would "unnecessarily impede and endanger travel and transportation."

4. The question of the division of the expense of operating an interlocker remains to be considered. Petitioner concedes that the statute casts upon it the burden of paying the first cost of the interlocking appliance, of putting the same in ready for use, and of maintaining the same in good repair. Respondents contend that to this should be added the burden of also operating the machine. Upon this question the Commissioners have fully expressed their views in the opinion in the case of the Tamaroa & Mt. Vernon Ry. Co. vs. the Louisville & Nashville R. R. Co., decided June 21, 1892. We have seen no reason to change the views we there expressed. Under the construction given to the statute in that case, the expense of the operation of this interlocker, i.e., wages of operators, would be paid for upon the basis of the number of roads using the machine, each paying equally.

In accordance with the views here expressed an order will be entered granting petitioner the right to cross at grade at the point designated in the petition. The order will provide that the crossing shall be protected by an interlocker of improved modern pattern, upon the construction and details of which the companies will be left to agree, if they are able to do

so. The order will provide that the first cost of such interlocker, the expense of putting the same in, and the expense of maintaining the same in good order and repair shall be paid entire by the petitioner; and that the cost of operating the said machine shall be paid by petitioner and the three respondenents equally, one-fourth each.

#### ORDER.

It is ordered and decided that petitioner, the Madison, Illinois & St. Louis Railway Co., have leave to cross with its tracks, at grade, the tracks of the respondents, the Wabash Railroad Co., the Cleveland, Cincienati, Chicago & St. Louis Railway Co., and the Chicago & Alton Railroad Co., at the place and in the manner specified in the petition on file in this cause, right of way for such crossing being first obtained under the laws of Illinois relating to Eminent Domain.

It is ordered further, that the crossing of tracks to be thus formed be protected by a system of interlocking signals and switches to be agreed upon by the parties, with this Commission's approval, if the parties are able to agree, the first cost of such interlocking machine, the expense of putting the same in, and the expense of maintaining the same in good order and repair to be paid for by the Madison, Illinois & St Louis Railway Co. as provided by statute; but it is hereby ordered and decided by the Commission that of the cost of the operation of such interlocking device, the said Madison, Illinois & St. Louis Railway Co., petitioner, shall pay one-fourth, and the said Wabash Railroad Co., Cleveland, Cincinnati, Chicago & St. Louis Railway Co., and Chicago & Alton Railroad Co., respondents, shall pay one-fourth each. And inasmuch as the statute only directs the Railroad and Warehouse Commission to prescribe by order a plan of the interlocking in case the parties are unable to agree: therefore, it is ordered that this petition be further held under consideration by the Commission pending the efforts of petitioner and respondents to agree upon a plan of interlocking.

ADOPTED January 3, 1893.

On March 13, 1893, the respondents, the Wabash Railroad, Chicago & Alton and Cleveland, Cincinnati, Chicago & St. Louis, represented by their attorneys filed petition before this Commission praying for the further consideration of the case, and to set aside the order of the former Commission.

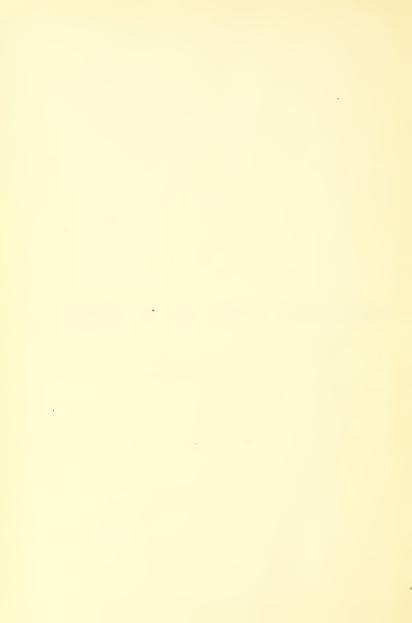
April 14, 1893, at the office of the Railroad and Warehouse Commission in Springfield case was set for hearing, at which time the attorneys for both petitioner and respondents appeared.

The motion by the respondents to set aside the order of the former Board was over-ruled and the hearing closed with no modification in the order as previously given.

On April 22nd the respondents caused the case to be transferred, by writ of certiorari, to the circuit court of Madison County, since which time we have no further knowledge of the case.



RAILROAD LAWS OF ILLINOIS.



### LAWS RELATING SPECIALLY TO RAILROADS.

Many requests have been made of the Commission for a copy of the Law under which the Commission derives its authority. It not having heretofore been published separately, we have included the entire Chapter 114 of the Revised Statutes, entitled Radroads and Warehouses, in our Appendix which contains all the Statutory enactments now in force.

#### CHAPTER 114.

#### RAILROADS AND WAREHOUSES.

#### INCORP.) RATION OF RAILBOAD COM-PANIES.

#### SECTION.

- Corporators.
   Articles of incorporation record of same.
- 3. Form of articles.
- Corporate powers—seal—copy of arti-
- Limit of charter—renewal. By-laws recorded. Office in this state. 5.
- Directors—their election, etc.—classifi-cation—vacancy.
- Called meetings.
  Annual or other statements—rate of in-10. t rest-loans - removal of officers-acres to books.
- 11. When directors not elected on the day. etc.
- 12. Officers—their duties13. Payment of subscriptions to capital
- stock.
- 14. Stock personalty-transfer of-use of funds.
- 15. Incre se of capital stock—meetings—other business—record.
  16. Liability of executor, etc.
  17. Liab lity of stockholder.
- Condemnation of property. 18.
- 19.
- Acquiring material.

  Laying out, constructing and using road—fix rates—borrow money.

  What personal property. 90
- 21.
- Issue of stock and bonds limited. Consolidation.
- 23.
- Annual report. Power of Legislature. 24.
- Cumulative voting. 26.
- Rates when aid induced.
- 28. Limitation.
- Rep al—saving—benefits fthis act.etc.
  Shall have public office—book with
  transfer of sto k registered? 30.
- Fine for failure to comply. Fines recovered in action of debt. 31.
- 33.
- Duty of commissioners.
  Fines to be used for county purposes.

#### SECTION.

- Borrowing money by conformed before March 1, 1872. companies
- How concurrence of stockholders ex-
- pressed. 37.
- Notice of meeting. Resolution, etc., recorded. What railroads may consolidate and 39. how
- 40. Consolidation-when to take effect.
- 41. List of stockholders-rights saved.
  Agreement for consolidation.
- 42.
- 43. Emergency
- 44. Operative contracts-property.
- Connections. Use of bridges 45.
- 46. Railroads in this state may purchase leased roads in adjoining states. 47.
- 48 Repeal 49
- Power to own and use water craft. Required to build and maintain depots. 50.
- 51. Penaity.

#### CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIP-MENT STOCK.

- Contract to be in writing
- 53. Contract not to invalidate prior contract.
- 54. Repeal
- RESIDENCE OF DIRECTORS.

#### 55. Defines directors' residence.

- UNION DEPOIS.
- Who may form corporation. Articles of association. Certificate ot incorporation. 56,
- 57. 58.
- 59. Corporate powers defined. Election of directors—term of office. 60.
  - No discrimination against or in favor of roads.

#### FENCING AND OPERATING.

- 62 Fencing track
- 63.
- Right of way clear of combustibles. Allowing, etc., animals on right of way 64. breaking fence, etc.

#### SECTION.

65. When company neglects to build or repair fences.

66. Adjoining owner may build and recover.

Boards at crossings.
Bel and whistle—crossings.
Killing stock—frightening team. 68. 69. 70. Starting train without signal.

71. Approaches at crossings.

Neglect to make, etc., crossings—no-72.

73. When company neglects—authorities to construct, etc.

Company to pay expense and \$100. Draw-bridge, railroad crossing, etc.-75.

ston Penalty.

76a. Two or more railroads crossing each other on same level-requirements. 76b. Civil engineer to examine system, etc.

compensation. Not to obstruct highway-stoning, etc.,

train 78.

Penalty 79.

Minors to keep off cars. 80. Railroad agent, etc., to make com-

81. Penalty.

82. 83.

Penalty.
Three preceding sections posted.
No freight, etc., cars behind passenger.
Must furnish cars, etc., and transport
passengers and freight.
Perstate he hard population. 84.

Depots to be kept open-penalty.

Texas cattle. 86. 87.

Speed through cities, etc.—damages. Time of stop at stations. 88. 89.

Brakeman, etc., on passenger cars. Brakeman on freight cars. 90. 91. Damages-penalty

92. Checks or receipts for baggage.

93. Baggage smashing. 94. Putting off passenger.

Badge 95. 96. Common law liability not to be limited. To furnish ax, saw, sledge, etc., for 97.

each car. 98 Couplings.

99. Flagmen-shelter. 100. Penalties. "Corporation" defined.

101. 102. Not to apply to street railroads. Fires by locomotives.

103. 104.

Act takes effect. Conductors to have police powers. 105. 106. jection of passengers from train.

Ejection of passengers from train. When passenger may be arrested. Engineer not to abandon engine. 107. 108. 109. Persons obstructing business of rail-

way punished by fine.
Conspiracy to impede business punished by fine. 110.

Construction of act. 111.

Railroad, steamboat, etc., owner to fur-nish certificate of authority to ticket 112. agents.

Other persons not to sell tickets. Penalty for violating.

115. Agent to exhibit certificate of author-

116. Railroad, etc., owner to provide for re-demption of tickets. Penalty for failure to redeem tickets. 117.

#### RECEIVING, CARRYING AND DELIV-ERING GRAIN.

118. Receive and carry grain without distinction — weighing in — receipt — weighing out—shrinkage—damages -evidence-shortage.

Scales-weighing-penalties. 119

Delivery-penalty.

SECTION.

Right to change consignment. 122 Receiving on track-rights of owners saved.

128. Receipt and delivery at crossings.

#### EXTORTION AND UNJUST DISCRIMI-NATION.

Extortion. Unjust discrimination. 125.

126. Evidence.

127. Penalties

128. 129. Proceedings to recover fines.

Damages. 130. Duties of railroad and warehouse commissioners. Schedules.

Evidence—fines—practice.
"Railroad corporation" defined. 132. 133.

#### WAREHOUSES.

Classified. "Classes" defined. 134. 135, 136.

License. 137. Bond.

Penalty for doing business without 138. license

Not to discriminate-not to mix grade 139. -receipts

140. Manner of issuing receipts.

141.

Canceling receipts.
Further of issuing and canceling re-142. ceipts, 143,

144.

Not to limit liability.
Delivery of property.
Posting grain in store—statement to
registrar—daily publication—can-145. 146.

celled receipts.
Chief inspector—his duties—assistant—chief's oath and bond—assistant's oath and bond—rules of inspection—charges—pay of inspectors and employes—appointment of registrar and his assistants—general supervision nis assistants—general supervision—pay, etc.—removal from office—expenses, how paid.
Rates of storage.
Loss by fire, heating—order of delivery—grain out of condition.

147

148.

Tampering with grain stored-private bins—drying, cleaning, moving.

Examination of grain and scales—in-149. 150.

correct scales

Grain must be inspected. 151. Assuming to act as in-pector-miscon-152.

duct of inspector—influencing.
Owner dissatisfied with inspection—his rights. 153.

154. Combination. 155. Suits

156,

Warehouse receipts negotiable. False receipts—fraudulent removal of

157. grain. Common law remedy saved. 158.

159. Printed copy of act posted.

160. Repeal. Commissioners to establish grades, 161,

162. Committee of appeals. 163, Appeals-notices.

Fees 164.

165. Registered for collection-inspection fees

Repeal.

#### RAILROAD AND WAREHOUSE COM-MISSIONERS.

167. Appointment—term of office. Qualifications. 168.

169. Oath-bond

170. Compensation-secretar; -office-expenses

171. Right to pass on trains, etc.

### SECTION.

- 172. Report of railroads. 173. Additional inquiries
- Additional inquiries
- Applies to officers of road. Statement by warehousemen. 174. 175.
- 176. Report of commissioners - examinations
- Examinations of railroads and ware-177. houses-suits.
- 177a. When board to investigate cause of accident on railroad-bridge, etc. out of repair-mandamus-proceed-
- out of repair—mandamus—processings by attorney general.
  Cancellation of warehouse licenses.
  Power to examine books, etc.
  May examine witnesses, etc.
- 179. 180.
- 181. nalty against witnesses.
- 182. Penalty against railroad companies, etc 183. Attorney general and state's attorney
- to prosecute.
  In name of people—pay qui tam 184. actions
- 185. Rights of individuals saved.
- 185a. Seal-records-how authenticated. Weighmaster-appointment of.
- 187. Duties of.
- 188. Fix fees.
- 189. Weighmaster-qualifications - bond-
- compen-ation. 190. May adopt rules
- 191. Neglect of duty-penalty.

# WEIGHING GRAIN IN BULK.

- 192. Road receiving for transportation shall furnish suitable appliances weighing, etc
- 193. Where original car runs through without transfer
- 194. Liability of railroad company for neg-
- lect or failure-proceedings. 195. Penalty, how recovered.

#### TO INCREASE POWERS OF RAILROAD CORPORATIONS.

#### SECTION.

196. Consolidation of railroad corporations. Consolidated company—body corporate—powers of—Illinois Central. 197.

#### ACTS OF 1889.

- 198. 199.
- Drawback check—redemption of. The term "railroad corporation." Removal of journal bearings, etc.— 200. penalty,

### RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

- 201. Relocation of railroad-county seat Relocation-running trains-main line 202. -denot.
- 203. Accepting provisions of act-to main-
- tain depot, etc. Power of corporation making change 204. -condemnation.

#### RAILROAD CROSSINGS.

- 205. The crossing of one railroad by another. 206.
- Expense of construction of crossing. Protecting crossings—interlocking or other safety devices. 207.
- Where grade crossing dangerous— power of Commission—petition. 208.
- Commission to hear petition—inter-locking signals, etc.—cost. 209. 210. Commission to inspect plant-may is-
- sue permit to run crossing without stopping.
- Penalty for not complying with order. Expenses—how paid. 211. 212.
- 213. What a crossing within meaning of act

#### INCORPORATION OF RAILROAD COMPANIES.

- AN ACT to provide for the incorporation of associations that may be organized for the act to provide for the incorporation of associations that may be organized for the purpose of constructing railways, maintaining and operating the same; for prescribing and defining the duties and limiting the powers of such corporations when so organized; and authorizing the same and all railroad companies of this State to own and hold the stock and securities of railroad companies of other states owning connecting lines. (As amended by act approved June 2, 1891, in force July 1, 1891.)
- Corporators.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That any number of persons, not less than five may become an incorporated company for the purpose of constructing and operating any railroad in this state, and that any and all railroads or transportation companies authorized to be incorporated and transact business in this state by virtue of this act, shall be and they are hereby authorized and empowered to purchase, own, operate and maintain any railroad sold or transferred under order or powers of sale or decree of, or sale under foreclosure of mortgage or deed of trust, and corporations heretofore organized under the provisions of the act hereby amended, their successors or assigns, shall have and possess all the powers and privileges conferred by this act. [As amended by act approved May 11, 1877. In force July 1, 1877. L. 1877, p. 163.
- ARTICLES OF INCORPORATION—RECORD OF SAME.] § 2. Such persons shall organize by adopting and signing articles of incorporation, which shall be recorded in the office of the recorder of deeds in each county through or into which such railway is proposed to be run, and in the office of the secretary of state. [See & 6, 15,
  - FORM OF ARTICLES.] § 3. Such articles shall contain:

First—The name of the proposed corporation.

Second—The places from and to which it is intended to construct the proposed railway.

Third—The place at which shall be established and maintained the principal business office of such proposed corporation.

Fourth—The time of the commencement and the period of the continuance of such proposed corporation.

Fifth—The amount of the capital stock of such corporation.

Sixth—The names and places of residence of the several persons forming the association for incorporation.

Seventh—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

Eighth—The number and amount of shares in the capital stock of such proposed corporation.

4. CORPORATE POWERS—SEAL—COPY OF ARTICLES—EVIDENCE.] § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as corporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal, which it may alter at pleasure; may declare the interests of its stockholders transferable; establish by-laws, and make all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles or incorporations filed and recorded in pursuance with this act, or of the record thereof, and certified to be a copy by the secretary of state, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

5. Limit of charter—renewal.] § 5. No such corporation shall be formed to continue more than fifty years in the first instance, but such corporation may be renewed from time to time, in such manner as may be provided by law, for periods not longer than fifty years: Provided, that three-fourths of the votes cast about any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of those opposed thereto at its current value.

**6.** BY-LAWS RECORDED.] § 6. A copy of the by-laws of the corporation, duly certified, shall be recorded as provided for the recording of the articles of association in section 2 of this act: and all amendments and additions thereto, duly certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.

7. OFFICE IN THIS STATE.] § 7. Every such corporation organized under the provisions of this act shall have and maintain a public office or place in this State for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection books, wherein shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., art. 11, § 9.

8. Directors—Their election and classification—vacancy.] § 8. All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who shall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this 8 ate. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the expiration of a number of years corresponding to

the number of his class; and all vacancies occurring by reason of expiration of term shall be tilled by election for a term of years equal to the number of classes. [See § 11, 26.

- 9. CALLED MEETINGS.] § 9. A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stockholders owning not less than one-fourth of the stock, by giving thirty days' public notice of the time and place of such meeting in some newspaper published in each county through or into which the said railway shall run, or be intended to run, provided there be a newspaper published in each of the counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15.
- 10. ANNUAL AND OTHER STATEMENTS.] § 10. At the regular annual meeting of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation; and at any meeting of the stockholders, or a majority of those present (in person or by proxy,) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

RATE OF INTEREST—LOANS.] And at all general meetings of the stock-holders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

REMOVAL OF OFFICERS.] At any special meeting, by a two-thirds vote in value of all the stock, such stockholders may remove any president, director or other officer of such corporation, and elect others instead of those so removed.

ACCESS TO ROOKS.] All stockholders shall, at all reasonable hours, have acce-s to and may examine all the books, records and papers of such corporation.

- 11. WHEN DIRECTORS NOT ELECTED ON THE DAY, ETC.] \( \) 11. In case it shall happen, at any time, that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninety days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: Provided, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this state.
- 12. Officers—their duties.] § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by-laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by-laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.
- 13. Payment of subscriptions to capital stock.] § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the

use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a post office, properly directed to the post office address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution, or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation; and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: Provided, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.

14. Stock personalty—transfer of—use of funds.] § 14. The stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of such corporation. But no shares shall be transferable until all previous calls thereon shall have been paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or other officer thereof, or to permit them or any of them to use the same for other than the legitimate purposes of such corporation: Providet, however, that any railroad company incorporated and organized or that may hereafter be incorporated and organized under any general or special law of this state, and operating a railroad which now connects or hereafter may connect at any point with any railroad of any other state, shall have power, acting by itself, or jointly with another company or companies, to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof; such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185.

15. Increase of capital stock—meetings—other business.] \(\begin{aligned}
15.
\end{aligned} In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock, from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote in person or by proxy, of twothirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a post office directed to the post office address of each of said stockholders severally, with necessary postage for the transmittal of the same, prepaid, at least sixty days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least sixty days prior to the day appointed for such meeting. Such notice shal state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock, and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockhold rs, for any other necessary purpose, the same may be done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corporation: Provided, such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolution increasing the capital stock of any such corporation shall be duly recorded as required in section 2 of this act.

- 16. LIABILITY OF EXECUTOR, ETC ] & 15½. No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as a stockholder accordingly.
- 17. Liability of Stockholder.] § 16. Each stockholder of any corporation formed under the provisions of this act, shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.
- 18. CONDEMNATION OF PROPERTY.] § 17. If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purposes of its incorporation, or the transaction of its business, or for its depots, station buildings, machine and repair shops, or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain.
- 19. Acquiring material. \( \) 18. Any such corporation may, by their agents and employés, enter upon and take from any land adjacent to its road, earth, gravel, stone, or other materials, except fuel and wood, necessary for the construction of such railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damage occasioned thereby to any such land or its appurtenances; and if such owner and corporation can not agree, then the value of such material, and the damage occasioned to such real estate, may be ascertained, determined and paid in the manner that may now or hereafter be provided by any law of eminent domain, but the value of such materials, and the damages to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same.
- 20. LAYING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.] § 19. Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power:

First—To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

Second—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

Third—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

Fourth—To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway; and to cut down any standing trees that may be in danger of falling upon or obstructing the railway, making compensation therefor in manner provided by law.

Fifth—To construct its railway across, along or upon any stream of water. water-course, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch; but such corporation shall restore the stream, water-course, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair: Provided, that in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village: Provided, that in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemn the same under the provisions of any eminent domain law now or hereafter in force in this State. [See "Cities," etc., ch. 24, § 62, items 26, 27, 90.

Sixth—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches, and other conveniences, in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

Seventh—To receive and convey persons and property on its railway, by the power and force of steam or animals, or by any mechanical power.

Eighth—To erect and maintain all necessary and convenient buildings and stations, fixtures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

Ninth—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See & 25, 27.

Tenth—From time to time, to borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation, to be expressed in the manner and under all the conditions provided in the fifteenth section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See § 30-33.

What personal property.] § 20. The rolling stock and all other movable property belonging to any such corporation, shall be considered personal property, and shall be liable to execution and sale, in the same manner as the personal property of individuals. [See Const., art. 11, \ 10.

- 22. ISSUE OF STOCK AND BONDS LIMITED.] § 21. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other fictitious increase of the capital stock or indebtedness of any such corporation, shall be void. [See Const., art. 11, § 13.
- 23. Consolidation.] § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line. And in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the fifteenth section of this act. [See Const., art. 11, § 11.
- 24. ANNUAL REPORT.] § 23. The directors of every such corporation shall annually make a report, under oath, to the Auditor of Public Accounts, and to such other officers as may be designated by law, of all its actings and doings, which, in part shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. 11, § 9.
- 25. Power of legislature.] § 24. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and passenger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art. 11, § 15.
- 26. CUMULATIVE VOTING.] § 25. In all elections for directors or managers of such railway corporations, every stockholder shall have the right to vote, in person or by proxy, for the number of shares of stock owned by him. for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them, on the same principle, among as many candidates as he shall think fit; and such directors or managers shall not be elected in any other manner. [See § 8; also, Const., art. 11, § 3.
- 27. Rates when and induced.] § 25½. In all cases when any corporation organized under this act to induce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to be run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: Provided, that said rates shall not exceed the rates allowed by law.
- 28. Limitation.] \( \) 26. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon twenty-five per cent. on the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.
- 29. Repeal—Saying—Benefits of this act. etc.] § 27. That an act entitled "An act to amend 'an act to provide for a general system of railroad incorporations,' approved November 5, 1849," approved February 13, 1857, and also all of an act entitled "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,\* and all laws in conflict with the provisions of this act, be and

<sup>\*</sup>Note—The whole of said act of Nov. 5, 1849, repealed March 31, 1874. See ch. 131, No. 185. —19 R. R.

the same are hereby repealed: Provided, however, that all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to effect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act; and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: Provided, that all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized, or had attempted to organize, under the general laws of the State of Illinois, or not; whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or fleight upon such road, or upon any other road in connection therewith. And if such corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as aforesaid, so made with persons or corporations, it shall be held liable in an action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of such corporation may be located: And, provided, further, that this act shall not in any manner legalize the subscription of any township, county or city to the capital stock of any railroad company, nor authorize the issuing of any bonds by any township, city or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July 1, 1873.

- AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine (9), article eleven (11) of the Constitution of Illinois. [Approved June 18, 1883. In force July 1, 1883. L. 1884, p. 123; Legal News Ed., p. 102.]
- 30. Shall have public office—book with transfers of stock registered.] \{\bar{e}\] 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: Each and every railroad corporation, organized or doing business in this State, under the laws or authority thereof, shall have and maintain a public office, or place in this State for the transaction of its business, where transfers of shares of its stock shall be made by such railroad corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stock-holders, which book shall be open to the examination of the stockholders.
- 31. Fines for failure to comply. \(\frac{1}{2}\) 2. Any railroad corporation—organized or doing business in this State under the laws or authority thereof, or failing to comply with the provisions of section one (1) of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act it

shall, upon conviction thereof, be fined in any sum, not less than two thousand dollars, (\$2,000), nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4.000): Provided, that in all cases under this act either party shall have the right of trial by jury.

- 32. FINES RECOVERED IN ACTION OF DEBT.] § 3. The fines hereinbefore provided for, may be recovered in an action of debt in the name of the People of the State of Illinois.
- 33. Duty of commissioners.] § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and accertain whether the provisions of this act are violated by any railroad corporation in this State; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners²are hereby authorized to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.
- 34. Fines to be used for county purposes.] § 5. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.
- AN ACT to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]
- Borrowing money by companies formed before march 1, 1872.] Be it enacted by the People of the State of Illinois, re-resented in the General Assembly, That every railroad company organized under any law or laws of this State, in force before the first day of March, A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing, improving or operating any such railroad, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation—to be expressed in the manner hereinafter provided—shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolution, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corporation.
- 36. How concurrence of stockholders expressed.] § 2. The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes cast by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.
- 37. Notice of meeting.] § 3. The directors of such corporation shall give notice of such meeting by causing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said directions.

tors, such notice to be so mailed at least sixty days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall cause like notices to be inserted in some newspaper published in each county through which said road shall run, (if any newspaper shall be published therein) at least sixty days prior to the day appointed for such meeting.

38. Resolutions, etc., recorded.] § 4. When such meeting shall be held, the resolution or order authorizing the creation of such indebtedness, and the execution of the mortgage to secure the same, together with the result of the vote thereon; shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the Secretary of State.

# RAILROADS-CONSOLIDATION.

- AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 14, 1883. In force July 1, 1883. L. 1883, p. 124; Legal News Ed., p. 101.]
- 39. What railroads may consolidate, and how.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: Whenever any railroad which is situated partly in this State, and partly in one or more other States, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other States, has been sold pursuant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the States in which said railroad is situated, it shall be lawful for the corporation so created in this State to consolidate its property, franchises and capital stock with the property, franchises and capital stock with the property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of such corporations. Such approval may be given by the stockholders of such corporations of this State of such corporations. holders of such corporation of this State at any time, in writing or by vote, at any annual or special meeting, upon sixty days notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: Provided, that no consolidation shall take place with any railroad owning a parallel or competing line; and a majority of the directors of such consolidated company shall be citizens and residents of this State: and where the line of the road of the original company has been located in this State and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company, and the road as so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.
- 40. WHEN CONSOLIDATION TO TAKE EFFECT.] \(\frac{2}{2}\). Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the Secretary of State of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the Secretary of State, shall be deemed and taken to be prima facie evidence of the existence of such consolidated corporation.
- 41. LIST OF STOCKHOLDERS—RIGHTS SAVED.] § 3. Such consolidated corporation shall at all times keep a general office within this State, at which shall be kept a complete list of all stockholders of such corporation, their places of residence, the amount of stock owned by each, and where

the stock of such corporation may be registered and transferred: *Provided*, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.

- AN ACT authorizing railroad companies in consolidating so as to form an inter-state line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of new preferred stock and fix the par value thereof. [Approved and in force June 17, 1893. L. 1893, p. 186.]
- 42. § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That when any railroad company, formed by the consolidation of any company or companies of this State with a company or companies of another State or States, shall make a further consolidation with a company or companies of another State or States, owning a continuous and connected but not competing line, the constituent companies shall have power to fix by the agreement for such consolidation the terms and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of the shares of the common stock of such company.
- 43. § 2. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.
- AN ACT to enable railroad companies to enter into operative contracts and to borrow money. [Approved February 12, 1855. Pr. L 1855, p. 304.]
- 44. OPERATIVE CONTRACTS—PROPERTY.] § 1. All railroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with railroad corporations of other States, for leasing or running their roads, or any part thereof: and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other States for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.
- 45. CONNECTIONS.] \( \) 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other States, on such terms as shall be mutually agreed upon by the companies interested in such connection.
  - [ & 3, repealed. See "Statutes," ch. 131, & 5.
- AN ACT to facilitate travel and transportation. [Approved and in force February 25, 1867. L. 1867, p. 174.]
- 46. Use of bridges.] § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in cars over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.
- AN ACT relating to lessees in this State of railroads in adjoining States. [Approved March 30,1875. In force July 1,1875. L. 1875, p. 96; Legal News Ed., p. 102.]
- 47. § 1. Be at enacted by the People of the State of Illinois, represented in the General Assembly. That all railroad companies incorporated or organized,

or which may be incorporated or organized under the laws of this State, or of this or any adjoining State, which now are, or at any time hereafter may be, in possession of and operating connecting railroads in States adjoining this State under lease in perpetuity, or for a period of not less than twenty years, shall have power to purchase the remaining interests, property and franchises of the lessors of such railroads situated in such adjoining States, on such terms and c inditions as may be agreed upon by the parties, or their assigns, to such lease: Provided, that nothing in this act shall be so construed as to authorize any corporation acting by or organizing under the laws of any other state to purchase or otherwise become the owners of any railroad in this State.

- AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1875. In force July 1, 1875. L. 1875, p. 16; Legal News Ed., p. 101.]
- **48.** [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 21, 1889. See Ch. 122, entitled Schools, section 300.]
- AN ACT to facilitate the carriage and transfer of passengers and property by railroad companies. [Approved May 24, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 163.]
- 49. Power to own and use water craft.] \$1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That all railroad companies incorporated under the laws of this State, having a terminus upon any navigable river bordering on this State, shall have power to own for their own use any water craft necessary in carrying across such river any cars, property or passengers tran-ported over their lines, or transported over any railroad terminating on the opposite side of such river to be transported over their lines: Provided, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: *Provided*, also, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this State; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry companies in this State, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries now in force or hereafter to be in force: And, provided, jurther, that nothing in this act shall be he d or construed to authorize any railroad or railway company doing business under any charter granted by this State, to consolidate with any railroad or railway company out of this State, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this State; or to impair the rights of this State as now reserved to it in any such charter.
- AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers, and for the protection of shippers of freight at towns and villages on the line of their road, [Approved May 23,1877. In force July 1, 1877, L. 1877, p. 165; Legal News Ed., p 154.]
- 50. Required to build and maintain depots. § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That all railroad companies in this State carrying passengers or f eight shall, and they are hereby required to build and maintain depots for the comfort op passengers and for the protection of shippers of freight, where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages on the line of their roads having a population of five hundred or more.
- 51. Penalty.] § 2. Any railroad company in this State failing to comply with the provisions of the preceding section after this act shall go

into effect, and within ninety days after notice in writing of its failure to comply with the provisions of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved, shall pay for each and every day it shall neglect, the sum of fifty dollars (\$50.00) to be recovered in an action of debt before any justice of [the] peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to the said town or village for the school fund.

# CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

- AN ACT concerning contracts for the conditional sale or lease of railroad street car equipment and rolling stock, and providing for the record thereof. [Approved June 20, 1893, in force July 1, 1893. L. 1893, p. 166.
- 52. Contract to be in writing.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same, notwith-standing the possession and use of the same by the vendee, lessee or bailee, shall remain in the vendor, lessor or bailor, un-it the terms of the contract as to the payment of the installments, amounts or rentals payabl or the performance of other obligations thereunder, shall have been fully complied with, but also providing that title thereto shall pass to the vendee, lessee or balee on full performance of said terms, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration without notice, unless.

First—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee before some person authorized by law to take acknowledgements of deeds and in the form proper for acknowledgments of deeds.

Scond—Such writing shall be recorded, or a copy thereof filed, in the office of the Secretary of State, who shall be entitled to receive one dollar for each such copy filed by him.

Third—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked up n both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

- 53. Contract not to invalidate prior contract.] & 2. This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.
- 54. Repeal.] § 3. An act entitled "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

# RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.

AN ACT in relation to the residence of directors on railroads organized under special charters. [Approved and in force June 17, 1893. L. 1893, p. 164.]

55. Defines directors' residence.] § 1. Be it enacted by the People of the Sate of Illinois, represented in the General Assembly: In all cases where are railroad company organized and doing business under any law of this State by which it is required that a majority of the directors

of such company shall reside in counties along the line of the road, such requirements shall be construed to require such majority of such directors to reside in some or all o the counties along the line of the road in this State actually operated by such company, whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

EMERGENCY.] § 2. Whereas, an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

## UNION DEPOTS.

- AN ACT authorizing the formation of union depots and stations for railroads in this State.
  [Approved April 7, 1875. In force July 1, 1875. L. 1875, p. 97; Legal News Ed., p. 103.]
- 56. Who may form corporation.] \( \frac{1}{2}\) . Be it enacted by the People of the State of Illinois, represented in the General Assembly: That in order to facilitate the public convenience and safety in the transmission of goods and passengers, from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies, may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this State, with the necessary officers and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the names and places of residence of its directors, which shall not be less than five nor exceed fifteen, who shall manage its affairs for the first year, and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber.
- '57. Articles of association.] § 2. Any association of persons or corporation, desiring to become incorporated under the provisions of this act, shall present their articles of association to the Circuit Court of the county in which such city or place is, or to the judge thereof in vacation, with the petition from such members for a certificate of incorporation under the provisions of this act, to which petition shall be added or appended a certificate of at least two railroad companies who have tracks leading into said city, town or place, stating its public utility, and that they expect to make arrangements for its use when it shall be constructed, signed by the presidents of their respective companies.
- 58. CERTHICATE OF INCORPORATION.] § 3. If the Circuit Court, or any judge thereof, in vacation, shall be satisfied that said certificate has been signed by such companies, then the said court or judge upon filling the said petition, articles and certificate aforesaid, with the clerk of the court, shall grant to the said association a certificate of incorporation, which may be in the following form, to-wit:

And thereupon, upon filing the same, or a certified copy thereof, in the office of the Secretary of State, the said association, from the time of such filing, shall be a corporation under the laws of this State.

59. Corporate powers defined—provisos and limitations.] & 4. Every corporation formed under this act, in addition to the general powers conferred by the laws of this State in relation to corporations, shall have power—

Firs!—To take and hold such real estate as it may acquire either by conveyance to said corporation, or such as it may acquire under the provisions of this act by condemnation, and which shall be necessary for the transaction of its business.

Scond—To take, occupy and condemn any land, and real estate, or any interest therein needed for the establishment of such union station or depot, and necessary approaches thereto, and the same proceedings shall be had therefor as are now or may hereafter be provided by law, concerning the condemnation of lands for or by railroad companies in the State, so far as such laws are applicable to the purposes of this act; and when so condemned, the said land, and any interest therein, shall belong to such corporation for the purposes of this act: Provided, that nothing in this act shall be construed to authorize the condemnation of depot grounds of any railroad which is not of the same gauge of those joining in the petition: Provided further, that none of the provisions of this act relating to the condemnation of lands, shall extend to any land or lands to which any municipal corporation has a title.

Third—With the consent of the corporate authorities of the city, town or place in which said station or depot is to be constructed, to have the right to lay the necessary track or tracks over, upon or under such streets or roads of said city, town or place as may be necessary to make the necessary connections with railroads proposing to use said union depot, and may, with such consent, also construct such station or depot under, over or upon any such streets or roads: Provided, that all injury, if any, that may be occasioned to the property fronting on any streets or roads, by the laying of any railroad tracks, or the location of any depot upon such streets or roads, under the provisions of this act, shall be assessed and the assessment paid into the city treasury, to the use of the owners of the property so injured by the corporation so appropriating such streets or roads, before such corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

Fourth—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

Fifth—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

60. TERM AND ELECTION OF DIRECTORS.] § 5. After the directors named in the articles of corporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the Constitution of this State; the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto, in some newspaper published in the English language, in the city, town or place in which said station or depot is located.

61. No discrimination.] & 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same, shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

# FENCING AND OPERATING RAILROADS.

AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874. In force July 1, 1874.]

- 62. Fencing track.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road, or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated t wns and villages as are or may be hereafter laid out and platted into lots and blocks, with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroad; and shall also construct, where the same has not already been done, and thereafter maintain at all road crossings now existing or hereafter established, cat-tle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle guards are not made as aforesaid, or when such fences or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which the same may be appealed; but where such fences and guards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or willfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224.
- 63. RIGHT OF WAY CLEAR OF COMBUSTIBLES.] § 1½. It shall be the \*808] duty of all railroad corporations to keep their right of way clear from all dead grass, dry wee s, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.
- 64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BREAKING FENCE, ETC.] \( \green 2. \) If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings), without the consent of the corporation, or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or hall leave horses or other animals standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent juri-diction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, \( \green 2. \)
- 65. When company neglects to build—notice.] § 3. Whenever a railroad corporation shall neglect or refuse to build or repair such fence, gates, bars or farm crossings, as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through which the railroad track is or may pe laid, may give notice, in writing, to such corporation, or the lessees thereof, or the persons operating such railroad, to

build such fence, gate, bars or farm crossings within thirty days (or repair said fence, gate, bars or farm crossings, as the case may be, within ten days) after the service of said notice. Such notice shall describe the lands on which said fence, g tes, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the persons operating such railroad. [L. 1869, p. 315, § 1.

- 66. ADJOINING OWNER MAY BUILD AND RECOVER.] § 4. If the party so notified shall refuse to build or repair such fence, gates, bars or farm crossings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered with interest at one per cent, per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the court. [L. 1869, p. 315, § 2.
- 67. Boards at Crossings.] § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public roal or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "railroad crossing," or "look out for the cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages: Provided. that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32, § 39.
- 68. Bell and whistle—crossings.] \(\frac{2}{6}\). Every railroad corporation shall cause a bell of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1869, p. 308, \(\frac{2}{6}\)].
- 69. KILLING STOCK—FRIGHTENING TEAM.] § 6½. Any engineer, or person having charge of and running any railroad engine or locomotive, who shall willfully or maliciously kill, wound o' disfigure any horse, cow, mule, hog, sheep or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. See "Criminal Code," ch. 38, § 191.
- 70. STARTING TRAIN WITHOUT SIGNAL.] & 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.
- 71. APPROACHES AT CROSSINGS.] § 8. Hereafter, at all of the railroad crossings of highways and -treets in this State, the several railroad corporations in this State shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property. [L. 1869, p. 312, § 1.

- 72. Neglect to Make, etc., crossings—notice.] § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this act, it shall be the duty of the proper public authorities, having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.
- 73. WHEN COMPANY NEGLECTS, AUTHORIZES TO CONSTRUCT, ETC.] § 10. If any railroad corporation of this State shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, after or repair such crossing or approaches within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.
- 74. Company to pay expense and \$100.] { 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the authorities enforcing the fine.
- 75. Draw bridge—rallroad crossing, etc.—stop.] § 12. All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.
- 76. Penalty.] \( \) 13. Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.
- 76a. Two or more railroads crossing each other on same level Requirements.] § 1. Be it enacted by the People of the State of Illinois, represe ted in the General A sembly: That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw-bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or

the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of law contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891, in force July 1, 1891. L. 1891, p. 179.

- 76b. CIVIL ENGINEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.] § 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners; and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums, as they shall deem fit to pay all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose to be fixed by them. (1)
- 77. Not to obstruct highway.] \( \) 14. No railroad corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track, where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.

STONING, ETC., TRAIN.] Any person who shall throw any stone or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be fined in any sum not more than \$200, and shall stand committed to the county jail until such fine and costs shall be paid.

- 78. Penalty.] § 15. Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for the like sum.
- 79. Minors to keep off cars.] \( \) 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to any locomotive engine or car, either stationary or in motion, upon any part of the track of any railroad, unless in so doing he shall be acting in compliance with law, or by permission, under the lawful rules and regulations of the corporation then owning or managing such railroad.
- 80. Rahroad agent, etc., to make complaint.] \\$ 18. Whenever any officer, agent or employé of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, agent or employé shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.
- 81. PENALTY.] § 19. Any person or minor who shall violate any of the provisions of the seventeenth section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the

<sup>(1)</sup> AN ACT in regard to the dangers incident to railroad crossings on the same level. [Approved June 3, 1887. In force July 1, 1875. L. 1887, p. 252; Legal News Ed., p. 188.

name of the People of the State of Illinois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding twelve hours.

- 82. Three preceding sections posted.] \(\greve{2}\) 20. The several railroad corporations in this State shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their lines of railroad in this State. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, forfeit the sum of \$50, to be recovered in an action of debt, in the name of the People of the State of Illinois.
- 83. No freight, etc., cars behind passenger.] § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officer or agent who so directed, or knowingly suffered such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31, § 37.
- 84. MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY -WHEN.] § 22. Every railroad corporation in the State shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights; and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment, or tender of payment of tolls, freight or fare legally authorized therefor, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and villages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125.
- 85. Depots to be kept open—penalty.] \( \frac{2}{2}\). In case of the refusal of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the receding section of this act, such corporation or railroad company shall pay to the party aggrieved, treble the amount of damages sustained thereby, with costs of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than twenty-five dollars, nor more than one thousand dollars for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125.
- 86. Texas cattle.] \( \frac{2}{2} \) 23\( \frac{1}{2} \). In any suit brought for a violation of "An act concerning the transportation of Texas or Cherokee cattle," approved April 16, 1860, the consignor of any live stock, the bringing of which into this State shall constitute the offense created by this act, if he be a citizen of this State, and if not the consignee, if he shall have knowledge of and consent to such consignment, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be sued for the offense aforesa d, and the said consignor, or consignee, shall suffer jointly any penalty pissed upon any such railroad or transportation company for any violation of the act aforesaid.

Any action brought for a violation of the act aforesaid, must be commenced within eighteen months next succeeding the bringing of the cattle into this State, on account of which the action may be brought. Any railroad company who shall transport any Texas. Cherokee or diseased cattle in violation of the aforesaid act, without knowing them to be such, may recover from any consignor or consignee any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall, in any suit against any such consignor, or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: Provided, that nothing in this section shall be construed to affect any right existing or suit pending. [See "Animals," ch. 8.

- 87. Speed through cities, etc.—damages.] \( \) 24. Whenever any railroad corporation shall by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, such corporation shall be liable to the person aggrieved for all damages done the person or property by such train, locomotive engine or car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of any of the provisions of this section. shall have an action against such corporation, so violating any of the provisions to recover a penalty of not less than one hundred dollars (\$100), nor more than two hundred dollars (\$200), to be recovered in any court of competent jurisdiction; said action to be an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penalty to any sum, not less, however, than fifty dollars (\$50), where the offense committed by such violation may appear not to be malicious or willful: Provided, that no such ordinance shall limit the rate of speed, in case of passenger trains to less than ten miles per hour, nor in any other case to less than six miles per hour. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 165; L. 1865, p. 103, § 1, 2.\*
- 88. Time of stop at stations.] § 25. Every railroad corporation shall cause its passenger trains to stop upon its arrival at each station, advertised by such corporation as a place for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety: Provided, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 225.
- 89. Brakeman, etc., on passenger cars.] \( \) 26. No railroad corporation shall run or permit to be run upon its railroad any train of cars moved by steam power, for the transportation of passengers, unless there is placed upon the train one trusty and skillful brakeman for every two cars in the train, or unless the brakes are efficiently operated by power applied from the locomotive.
- 90. Brakeman on freight cars.] § 27. No railroad corporation shall run or permit to be run upon its railroad any train of cars, for the transportation of merchandise or other freight, without a good and sufficient brake attached to the rear or hindmost car of the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.
- 91. Damages—Penalty.] § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or property by reason thereof, with costs of suit; and in addition thereto, said corporation shall forfeit the sum of not less than \$100 nor more than \$500, for each

<sup>\*</sup>Note—The act amending this section contains the following: §2. All acts or parts of acts in conflict with this act are hereby repealed.

offense, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

- 92. Checks or receipts for baggage.] § 29. Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any passenger train, which baggage shall, in no case, exceed one hundred pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation willfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more \$100, which may be recovered before any court of competent jurisdiction, in an action of debt in the name of the People of the State of Illinois, for the use of the person aggrieved: Provided, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or tendered the lawful rate of fare for his transportation to the proper agent for such corporation.
- 93. Baggage smashing.] § 30. Any person employed by a railroad corporation in this State, who shall willfully, carelessly or negligently break, injure or destroy any baggage, shall be liable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: Provided, that the remedy hereby given against such employé shall not lessen the liability of such corporation. [See "Criminal Code," ch. 38, § 193.
- 94. Putting off passenger. 2 31. If any passenger on any railroad car or train shall refuse, upon reasonable demand, to pay his lawful fare —or shall, upon such car or train, use abusive, threatening, vulgar, obscene, or profane language thereon—or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, or cause or permit to be used unreasonable force or violence, he shall be liable for all damages to the person injured thereby: Provided, that the recovery and satisfaction of damages, under the provisions of this section, shall not lessen the liability of, or the amount of the damages that such corporation may be liable to, for such acts. [As amended by act approved June 3, 1889. In force July 1, 1889. L. 1889, p. 224.

  95. BADGE.] § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this State, employed on a

passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger, any fare, toll or ticket, or exercise any of the powers of his office; and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.

- 96. Common law liability not to be limited. 33. That whenever any property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability safely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.
- TO FURNISH AX, SAW, SLEDGE, ETC., FOR EACH CAR.] § 34. That every railroad corporation shall furnish each car used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets; said articles to be kept in good repair, ready for instant use, and in some convenient place in such car, easy of access in case of collision or other accident.

- 98. COUPLINGS.] § 34½. It shall be the duty of all railroad corporations operating any railroad in this State, to provide such of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings which will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.
- Flagmen-shelter.] § 35. In all cases where the public authorities having charge of any street over which there shall be a railroad crossing, shall notify any agent of the corporation owning, using or operating such railroad, that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within sixty days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagmen; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track, when in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen, as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town or municipal corporation wherein such crossing shall be situate, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: Provided, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L. 1869, p. 314, § 8.
- 100. Penalties.] § 36. If any railroad corporation, or any of its agents, servants or employés shall violate any of the provisions of this act, such corporation, agent. servant or employé shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.
- **101.** Corporation defined.] § 37. The word "corporation," as used in this act, shall be construed to include all companies, lessees, contractors, persons, or association of persons, owning, operating or using any railroads in this State.
- 102. Street railroads.] § 38. This act shall not apply to horse cars or street railroads.
- AN ACT relating to fires caused by locomotives. [Approved and in force March 29, 1869. L. 1869, p. 312.]
- 103. Fires by locomotives. [ \ \circ 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly. That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether real or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any railroad in this State, the fact that such fire was so communicated shall be taken as full prima facie evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mortgagecs, and also those who shall at such time have the care and management of such engine; an it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or per-

mitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

- 104. ACT TAKES EFFECT.] § 2. This act shall take effect and be in force from and after its passage.
- AN ACT to amend an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877. In force July 1, 1877. [Approved May 29, 1879. In force July 1, 1879. L. 1879, p. 225; Legal News Ed., p. 171.]
- Section 1. Be it enacted by the People of the State o' Illinois, represented in the General Assembly, That an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: An act for the protection of passengers on railroads and steamboats."
- 105. Conductors invested with police powers.] \(\frac{2}{2}\). That the conductors of all railroad trains, and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.
- 106. EJECTION OF PASSENGER FROM TRAIN.] § 3. When any passenger shall be guilty of disorderly conduct, or use any obscene language, to the annoyance and vexation of passengers, or play any games of cards, or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat is hereby authorized to stop his train or steamboat, at any place where such offense has been committed and eject such passenger from the train or boat using only such force as may be necessary to accomplish such removal, and may command the assistance of the employés of the railroad company or steamboat, or any of the passengers to assist in such removal; but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.
- 107. WHEN PASSENGER MAY BE ARRESTED.] § 4. When any passenger shall be guilty of any crime or misdemeanor upon any train, or steamboat, the conductor, captain or master, or employés of such train, or boat, may arrest such passenger and take him before any justice of the peace, in any county through which such boat or train may pass, or in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor.
- AN ACT to prohibit any person from obstructing the regular operation and conduct of the business of railroad companies or other corporations, firms or individuals, [Approved June 2, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 185.]
- 108. Engineer not to abandon engine.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, If any locomotive engineer in furtherance of any combination or agreement, shall willfully and muliciously a andon his locomotive upon any railroad at any other point than the regular schedule destination of such locomotive, he shall be fined not less than twenty dollars, nor more than one hundred dollars, and confined in the county jail, not less than twenty days, nor more than ninety days.
- 109. Persons obstructing business of rallroad—fine.] § 2. If any person or persons shall willfully and maliciously, by any act or by means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation, firm or individual in this State, or of the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual he or they shall, on conviction thereof, be punished by a fine

not less than twenty dollars, (\$20.00) nor more than two hundred dollars (\$200.00), and confined in the county jail not less than twenty nor more than ninety days.

- 110. Conspiracy to impede business.] § 3. If two or more persons shall willfully and maliciously combine or conspire together to obstruct or impede by any act, or by means of intimidation, the regular operation and conduct of the business of any railroad company or any other corporation, firm or individual in this State, or to impede hinder or obstruct, except by due process of law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm or individual, such persons shall, on conviction thereof, be punished by fine not less than twenty dollars (\$20.00) nor more than two hundred dollars (\$20.00), and confined in the county jail not less than twenty days, nor more than ninety days.
- 111. Construction of act.] § 4. This act, shall not be construed to apply to cases of persons voluntarily quitting the employment of any rail-road company or such other corporation, firm or individual, whether by concert of action or otherwise, e[x]cept as is provided in section one (1) of this act.
- AN ACT to prevent frauds upon travelers and owner or owners of any railroad, steamboat or other conveyance for the transportation of passengers. [Approved April 19. 1875. In force July 1, 1875. L. 1875, p. 81; Legal News Ed., p. 101]
- 112. OWNER TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TICKETS.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent, who may be authorized to sell tickets, or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sales; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.
- 113. Not lawful for person not having such authority to sell tickets.] § 2. That it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, batter, or transfer, for any consideration whatever, the whole or any part of any ticket or tickets, passes, or other evidences of the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this State.
- 114. PENALTY FOR VIOLATING ACT.] § 3. That any person or persons violating the provisions of the second section of this act shall be deemed guilty of misdemeanor, and shall be liable to be punished by a fine not exceeding five hundred dollars, and by imprisonment not exceeding one year, or either, or both, in the discretion of the court in which such person or persons shall be convicted.
- 115. AGENT TO EXHIBIT CERTIFICATE ON REQUEST.] § 4. That it shall be the duty of every agent who shall be authorized to sell tickets, or parts of tickets or other evidences of the holder's title to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers.
- 116. DUTY OF OWNER TO PROVIDE FOR REDEMPTION OF TICKETS.] \$ 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole, or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rate which shall be equal to the difference between the price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said ticket was actually used; and the sale by any person of the unused portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, shall

be deemed to be a violation of the provisions of this act, and shall be punished as is hereinbefore provided: *Provided*, that this act shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the *bona fide* intention of traveling upon the same, from selling any part of the same to any other person.

117. PENALTY FOR FAILURE TO REDEEM TICKETS.] § 6. Any railroad or steamboat company that shall, by any of its agents in this State, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this State until such fine is paid.

# RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and delining the duties of such corporations with respect thereto. [Approved April 25, 1871. In force July 1, 1871. L. 1871, p. 636.]

118. RECEIVE AND CARRY GRAIN WITHOUT DISTINCTION.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

WEIGHING IN—RECEIPT.] And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

Weighing out—shrinkage.] And such corporation shall weigh out and deliver to such shipper, his consigned or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

DAMAGES.] In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

EVIDENCE—SHORTAGE.] If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered. [See § 70.

119. Scales—weighing—penalties.] § 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be snipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for each and every day such refusal or neglect is continued the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168.\*

Every railroad corporation which Delivery—penalty.] § 3. shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: Provided, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court. in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the People of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later prodeeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed, or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a Court of Chancery, and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages. penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

<sup>\*</sup> Note.—The act amending this section contains the following:

<sup>§ 2.</sup> All parts of said section in conflict with section one of this act are hereby repealed.

- 121. RIGHT TO CHANGE CONSIGNMENT.] § 4. All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncancelled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.
- 122. RECEIVING ON TRACK-RIGHTS OF OWNERS SAVED.] § 5. Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twentyfour hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.
- 123. RECEIPT AND DELIVERY AT CROSSINGS, ETC.] & 6. Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals, and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this act.
  - [§ 7, repeal omitted. See "Statutes," ch. 131, § 5.]

#### EXTORTION AND UNJUST DISCRIMINATION.

- AN ACT to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this State and to punish the same, and preserble a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]
- 124. EXTORTION.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: If any railroad corporation, organized or doing business in this State under any act of incorporation, or general law of this State, now in force or which may hereafter be enacted, or any railroad corporation organized or which may hereafter be organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or

compensation, for the transportation of passengers or freight, of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof or upon any railroad within this State which it has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided. [See Coust., art. 11, §15.

125. UNJUST DISCRIMINATION.] § 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this State, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., article 11, § 15. C., B. & Q. R. R. Co. v. The People, 77 Ill., 443; C. & A. R. R. Co. v. C., V. & W. Coal Co., 59 Ill., 121; C., B. & Q. R. R. Co. v. Cutts et al., 9 Legal News, 200; Winona & St. Peter R. R. Co. v. Blake et al., 9 Legal News, 212; McDuffee v. Portland & Rochester R. R. Co., 6 Legal News, 10; C. & N. W. Ry, C. v. Fuller, 6 Legal News, 133.

126. EVIDENCE. \ \ 3. If any such railroad corporation shall charge. collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this State, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation. sation for receiving, handling or delivering freight of the same class and quantity, then it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall. at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensions it shall establish the person of the compension of t sation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction. over a greater distance of the same railroad: or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point in the same direction, over an equal distance of the same railroad: all such discriminating rates, charges, co'lections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such railroad corporation, as prima facie evidence of the unjust discriminations

prohibited by the provisions of this act: and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part within this State: Provided, however, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets, as the same are now issued by such corporations.

- 127. Penalties.] § 4. Any such railroad corporation guilty of extortion, or of making any unjust discrimination as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than five thousand dollars (\$5,000), for the first offense and for the second offense not less than five thousand dollars (\$5,000), nor more than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), nor more than twenty thousand dollars (\$20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars (\$25,000): Provided, that in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.
- 128. PROCEEDINGS TO RECOVER FINES.] § 5. The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use of transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such fluding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,-000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty-five thousand dollars (\$25,000): Provided, that in all cases under the provisions of this act, a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.
- 129. Damages.] § 6. If any such railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust dis-

crimination against any person or corporation in its charges therefor, the person or corporation so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

- 130. Duties of Railroad and Warehouse Commissioners.] § 7. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and whenever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the Attorney-General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney-General shall consent thereto.
- Schedules. § 8. The Railroad and Warehouse Commissioners 131. are hereby directed to make, for each of the railroad corporations doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way involved the charges of any such rainroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this State as prima facie evidence that the rates therein fixed, are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the State printer under the contract governing the State printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this State. All such schedules heretofore or hereafter made shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the Railroad and Warehouse Commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885.
- 132. EVIDENCE—FINES—PRACTICE.] \( \) 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same, in the manner now provided by law, to be used for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

133. "RAILROAD CORPORATION" DEFINED.] § 11. The term "railroad corporation," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this State; and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this State (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

[§ 12, repeal, omitted. See "Statutes," ch. 131, § 5.

### WAREHOUSES.

- AN ACT to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State. [Approved April 25, 1871. In force July 1, 1871. L. 1871-2, p. 762.]
- 134. Classified.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That public warehouses, as defined in Article 13 of the Constitution of this State, shall be divided into three classes, to be designated as classes A, B and C, respectively.
- 135. Classes defined. 2 Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.
- 136. LICENSE.] § 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the Circuit Court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this State, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class Λ in accordance with the laws of this State, and shall be revocable by said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. Munn et al. r. The People, 6 Legal News, 165 and 173, and 9 lb., 199.
- 137. Bond.] ₹ 4. The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all laws of this State in relation thereto.
- 138. Penalty for doing business without license.] \{\bar{2}} \{\bar{5}}. Any person who shall transact the business of a public warehouse of class \(\bar{A}\)

without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

- NOT TO DISCRIM NATE—NOT TO MIX GRADE—RECEIPTS.] & 6. It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him, in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities-such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner or consignee so requests, and the warebe believed from and shall state the number of such bins, and the warehouseman consents thereto, his grain of the same grade may be kept in a
  bin by itself, apart from that of the owners; which bin shall, thereupon,
  be marked and known as a "separate bin." If a warehouse receipt be
  issued for grain so kept separate, it shall state, on its face, that it is in
  a separate bin, and shall state the number of such bin; and no grain
  thall be delivered from such marked state in proposite in important. shall be delivered from such warehouses unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed. [See § 135.
- 140. MANNER OF ISSUING RECEIPTS.] & 7. Upon application of the owner or consignee of grain stored in a public warehouse of class A, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered: and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.
- 141. CANCELLING RECEIPTS.] § 8. Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word "cancelled," with the name of the person cancelling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.
- 142. Further of issuing and cancelling receipts.] § 9. No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued

for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder; but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number: and the receipt upon which a part has been delivered shall be cancelled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be cancelled the same as if the grain had been delivered from store; and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones cancelled, as herein provided, shall bear the same dates as those originally issued, as near as may be.

- 143. Not to limit liability.] § 10. No warehouseman in this State shall insert in any receipt issued by him any language in anywise limiting or modifying his liabilities or responsibility, as imposed by the laws or this State.
- 144. Delivery of property.] \( \) 11. On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of one cent per bushel, and, in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: Provided, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and prudence will justify. [See \(\) 135.
- 145. Posting grain in store-statement to registrar-daily Publication—cancelled receipts.] § 12 The warehouseman of every public warehouse of class A shall, on or before Tuesday morning of each week, cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the bookkeeper thereof, having personal knowledge of the facts, to the Warehouse Registrar, appointed as hereinafter provided. They shall also be required to furnish daily, to the same Registrar, a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day; also, the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been cancelled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them; the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported, delivered or shipped. They shall also, at the same time, report what receipts, if any, have been cancelled and new ones issued in

their stead, as herein provided for. And the warehouseman making such statements shall, in addition, furnish the said Registrar any further information, regarding receipts issued or cancelled, that may be necessary to enable him to keep a full and correct record of all receipts issued and cancelled, and of grain received and delivered. [See § 152.

[§ 13, repealed; § 152.

- 146. Chief inspector.] \( \frac{1}{2} \) 14. \( \frac{1}{2} \) 1. It shall be the duty of the Governor to appoint, by and with the advice and consent of the Senate, a suitable person, who shall not be a member of the Board of Trade, and who shall not be interested, either directly or indirectly, in any warehouse in this State, a chief inspector of grain, who shall hold his office for the term of two years, unless sooner removed as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B: Provided, that no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed except upon the application and petition of two or more warehousemen doing a separate and distinct business, residing and doing business in such city or county, and when there shall be a legally organized Board of Trade in such cities or counties, such application and petition shall be officially endorsed by such Board of Trade before such application and petition shall be granted.
- § 2. His duties.] It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain as required by this act or laws of this State, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.
- [3. ASSISTANT INSPECTORS.] The said chief inspector shall be authorized to nominate to the Commissioners of Railroads and Warehouses such suitable persons, in sufficient number, as may be deemed qualified for assistant inspectors, who shall not be members of the Board of Trade, nor interested in any warehouse, and, also, such other employés as may be necessary to properly conduct the business of his office; and the said commissioners are authorized to make such appointments.
- 4. CHIEF INSPECTOR'S OATH AND BOND.] The chief inspector shall, upon entering upon the duties of his office, be required to take an oath, as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of fifty thousand dollars when appointed for any city in which is located a warehouse of class A, and ten thousand dollars when appointed for any other city or county, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, with a condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties; and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law, and the rules and regulations aforesaid.
- 5. Assistant inspector's oath and bond. And each assistant inspector shall take a like oath; execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.
- ¶ 6. RULES FOR INSPECTION—CHARGES.] The chief inspector of grain, and all assistant inspectors of grain, and other employés in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said Board of Commissioners shall have full power to make all proper rules and regulations for the inspection of grain; and shall, also, have power to fix the rate of charges for the inspection of grain, and the manner in which the same shall be collected;

which charges shall be regulated in such a manner as will in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection, and no more.

§ 7. PAY OF INSPECTOR AND ASSISTANTS, ETC.] It shall be the duty of the said Board of commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

¶ 8. APPOINTMENT OF REGISTRAR AND ASSISTANTS.] The said Board of Commissioners of Railroads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar, and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

¶ 9. GENERAL SUPERVISION—PAY, ETC.] The said Board of Commissioners shall have and exercise a general supervision and control of such appointees; shall prescribe their respective duties; shall fix the amount of

their compensation and the time and manner of its payment.

- ! 10. Removal from office.] Upon the complaint, in writing, of any person, to the said Board of Commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him; and his place shall be filled, if necessary, by a new appointment; or, in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.
- ¶11. Expenses how paid.] All necessary expenses incident to the inspection of grain, and to the office of registrar economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service, and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. [As amended by act approved and in force May 28, 1879. L. 1879, p. 226.
- 147. Rates of storage.] § 15. Every warehouseman of public warehouses of class "A" shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such,) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section (16) of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter (11) cents per bushel, and for each ten days, or part thereof after the first ten days one-half of one cent per bushel: Provided, however, that grain damp, or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage, for the first ten days, and for each additional five days, or part thereof not exceeding one-half of one cent per bushel: *Provided, further*, that where grain has been received in any such warehouse prior to the first day of March. 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 169.

- 148. Loss by fire heating—order of delivery—grain out of CONDITION.] § 16. No public warehouseman shall be held responsible for any loss or damage to property by fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same; nor shall he be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control: and, in order that no injustice may result to the holder of grain in any public warehouse of classes A or B, it shall be deemed the duty of such warehouseman to dispose of by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been for the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a public newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it: shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each—which receipts shall be those of the oldest dates then in circulation or uncancelled, the grain represented by which has not previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.
- 149. Tampering with grain stored—private bins—drying, cleaning, moving.] \( \frac{2}{2} 17. \) It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view of securing any profit to himself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may,

however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain: but in such case it shall only be delivered as such separate lot, or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.

- 150. Examination of grain and scales—incorrect scales.] ? 18. All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property, shall at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this State, and all proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales—the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165-6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 101.
- 151. Grain must be inspected.] & 19. In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.
- 152. Assuming to act as inspector of grain, who has not first been so appointed and sworn, shall be held to be an impostor, and shall be punished by a fine of not less than \$50 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

MISCONDUCT OF INSPECTOR—INFLUENCING.] Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty as such inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and, on conviction, shall be fined in a sum not less than \$100 nor more than \$1,000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court.

153. Owner, etc., dissatisfied with inspection—his rights.] § 21. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice; and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad

company having it in possession: Provided, such railroad company place the same in a proper and convenient place for unloading: and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

- 154. Combination.] § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding, or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent, or consignee. Any violation of this section shall subject the offender to be proceeded against as provided in section 23 of this act.
- 155. Suits.] § 23 If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction, upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to prosecute the same to a final issue, in the name of and on behalf of the People of the State of Illinois.
- 156. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the indorsement of the party to whose order such receipt may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.
- 157. False Receipts—fraudulent removal.] § 25. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before October 8, 1871. L. 1871-2, p. 774. See "Criminal Code," ch. 38, § 124, 125.
- 158. Common law remedy saved.] \( \) 26. Nothing in this act shall deprive any person of any common law remedy now existing.
- 159. Printed Copy of act posted.] § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.
- 160. Repeal. | 28. All acts or parts of acts inconsistent with this act are hereby repealed.

- AN ACT to amend an act entitled "An act to regulate public warehouses and the warehousing and the inspection of grain, and to give effect to article thirteen (13) of the constitution of the State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeals, and prescribe their duties. [Approved April 15, 1873. In lorce July 1, 1873.]
- 161. COMMISSIONERS TO ESTABLISH GRADES.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That the Board of Railroad and Warehouse commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: Provided, no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: And, provided, further, that no mixture of old and new grades, even though designated by the same name or distinction, shall be permitted while in store.
- 162. Committee of Appeals.] § 2. Within twenty days after this act takes effect, the Board of Railroad and Warehouse Commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class Λ, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: Provided, said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.
- APPEALS—NOTICES.] & 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeals, and the decision of a majority of said committee shall be final. Said Board of Commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all complaints in regard to the inspection of grain, and all notices requiring the services of the committee of appeals, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.
- 164. COMMITTEE OF APPEALS—OATH—BOND—WHO MAY SERVE ON.] § 4. The said committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars; with like conditions as is provided in the case of other inspectors of grain, which said bonds shall be subject to the approval of the Board of Railroad and Warehouse Commissioners. It is further provided, that the salaries of said committee of appeals shall be fixed by the Board of Railroad and Warehouse Commissioners, and be puid from the inspection fund, or by the party taking the appeal, under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners. Provided, that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885.
- 165. "Registered for collection"-inspection fees.] § 5. No grain shall be delivered from store from any warehouse of class A, for which or representing which warehouse receipts shall have been issued,

except upon the return of such receipts stamped or otherwise plainly marked by the warehouse register with the words "registered for collection" and the date thereof; and said Board of Commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse; which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.

ment, is hereby repealed: Provided, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided in section 1 of this act. [Grades fixed by commissioners, July 1, 1873.

# RAILROAD AND WAREHOUSE COMMISSIONERS.

- AN ACT to establish a Board of Railroad and Warehouse Commissioners, and prescribe their powers and duties. [Approved April 13, 1871. In force July 1, 1871. L. 1871-2, p. 618.
- APPOINTMENT—TERM.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That a commission which shall be styled "Railroad and Warehouse Commission," shall be appointed as follows: Within twenty days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of their appointment, and until their successors are appointed and qualified.

168. QUALIFICATIONS.] \{ 2. No person shall be appointed as such commissioner who is at the time of his appointment in any way connected with any railroad company or warehouse, or who is directly or indirectly interested in any stock, bond, or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commissioner shall, during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any rail-road company or warehouse. The Governor shall have power to remove

any such commissioner at any time, in his discretion.

169. OATH-BOND. 3. Before entering upon the duties of his office, each of the said commissioners shall make and subscribe, and file with the Secretary of State, an affidavit, in the following form:

I do solemnly swear for affirm, as the case may be) that I will support the Constitution of the United States, and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of Commissioner of Railroads and Warehouses, according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

170. Compensation—secretary—office—expenses.] § 4. Each of said commissioners shall receive for his services a sum not exceeding \$3,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the State, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of the said commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the State treasury, and only on the order of the Governor: Provided, that the total sum to be expended by said commissioners for office rent and furniture and stationery shall, in no case, exceed the total sum of \$800 per annum.

171. RIGHT TO PASS ON TRAINS, ETC.] \(\frac{2}{5}\). The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this State.

172. REPORT OF RAILROADS.] & 6. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated, or do business under any general or special law of this State, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement, under oath of the proper officers of said corporation, of the affairs of their said corporation, as the same existed on the first day of the preceding July, specifying—

First—The amount of capital stock subscribed, and by whom.

Second—The names of the owners of its stock, and the amounts owned by them respectively, and the residence of each stockholder as far as known.

Third-The amount of stock paid in, and by whom.

Fourth—The amount of its assets and liabilities.

Fifth—The names and place of residence of its officers.

Sixth—The amount of cash paid to the company on account of the original capital stock.

Seventh-The amount of funded debt.

Eighth-The amount of floating debt.

Ninth—The estimated value of the road bed, including iron and bridges.

Tenth—The estimated value of rolling stock.

Eleventh—The estimated value of stations, buildings and fixtures.

Twelfth—The estimated value of other property.

Thirteenth—The length of single main track.

Fourteenth—The length of double main track.

Fifteenth-The length of branches, stating whether they have single or double track.

Sixteenth—The aggregate length of siding and other tracks not above enumerated.

Seventeenth—The number of miles run by passenger trains during the year preceding the making of the report.

Eighteenth—The number of miles run by freight trains during the same period.

Nineteenth—The number of tons of through freight carried during the same time.

Twentieth—The number of tons of local freight carried during the same time.

Twenty-first—Its monthly carnings for the transportation of passengers during the same time.

The nty-second—Its monthly earnings for the transportation of freight during the same time.

Twenty-third—Its monthly earnings from all other sources respectively.

Twenty-fourth—The amount of expense incurred in the running and management of passenger trains during the same time.

Twenty-fifth—The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time.

Twenty-sixth—All other expenses incurred in the running and management of the road during the same time, including the salaries of officers, which shall be reported separately.

Twenty-seventh—The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

Twenty-eighth—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.

Twenty-ninth-The amount expended for motive power and cars.

Thirtieth—The amount expended for station houses, buildings and fix-tures.

Thirty-first—All other expenses for the maintenance of way.

Thirty-second—All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

Thirty-third—The rate of fare for passengers for each month during the same time, through and way passengers separately.

Thirty-fourth—The tariff of freights, showing each change of tariff during the same time.

Thirty-fifth—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

Thirtu-sixth—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

Thirty-seventh—What express companies run on its roads and on what terms and on what conditions; the kind of business done by them, and whether they take their freights at the depots or at the office of such express companies.

Thirty-eighth—What freight and transportation companies run on its road, and on what terms.

Thirty-ninth—Whether such freight and transportation companies use the cars of the railroad or the cars furnished by themselves.

Fortieth—Whether the freight or cars of such companies are given any preference in speed or order of transportation, and, if so, in what particular.

Forty-first—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See § 168.

- 173. ADDITIONAL INQUIRIES.] § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.
- 174. APPLIES TO OFFICERS OF ROAD.] § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this State, and to every lessee, manager and operator of any railroad within this State.
- 175. STATEMENT BY WAREHOUSEMAN.] § 9. It shall be the duty of every owner, lessee and manager of every public warehouse in this State to furnish in writing under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe, a statement concerning the condition and management of his business as such warehouseman. [See § 165-6.
- 176. REPORT BY COMMISSIONERS—EXAMINATION.] § 10. Such commissioners shall, on or before the first day of December, in each year, and oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system

of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon with their reasons therefor.

ATT. Examinations of railroads and warehouses—suits.] § 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this State, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith: and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employés comply with the laws of this State now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwie, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the State, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.

177a. When board to investigate cause of accident on rail-ROAD-BRIDGE, ETC., OUT OF REPAIR-MANDAMUS-PROCEEDINGS BY AT-TORNEY GENERAL.] & 11½. It shall be the duty of said Board of Commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after said accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of each railroad in this State, to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made, of the condi-tion of such railroad bridge, trestle or track and may employ such person or persons who may be civil engineer or engineers, as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board, after such investigation, it shall become necessary to rebuild such bridge, track or trestle, or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they deem to be proper and shall recommend to the corporation or person or persons owning or operating such railroad that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge or bridges on such railroad as the board shall deem necessary, to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given said corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which such changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such

recommendations of said board as are just and reasonable. And the Supreme Court or the Circuit Court in any circuit, in which such railroad may be in part situated, shall have power in all cases of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operating any such railroad shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements, on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find the facts to be, touching the necessity for such repairs, changes or rebuilding, to the Attorney General of the State of Illinois, who shall thereupon take such action as may be necessary to secure compliance with such recommendations of said board. In all actions or proceedings brought by the Attorney General to compel compliance with the recommendations of the board, the findings of the board shall be prima facie evidence of the facts therein stated, and the recommendations of the board shall be deemed prima facie, just and rea-Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefor are hereby saved to the people and to individuals. Added by act approved June 16, 1887. In force July 1, 1887. L. 1887, p. 255.

- 178. CANCELLATION OF WAREHOUSE LICENSES.] & 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellation of warehouse licenses in this State which may be issued in pursuance of any laws of this State, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this State concerning the business of public warehouseman, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked, shall be entitled to another license or to carry on the business in this State of such public warehouseman, until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed: Provided, that this section shall not be so construed as to prevent any such warehouseman from delivering any grain on hand at the time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [See § 122.
- 179. Power to examine books, etc.] ₹ 13. The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have power to examine, under oath or affirmation, any and all directors, officers, managers, agents and employés of any such railroad corporation, and any and all owners, managers, lessees, agents and employés of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.
- 180. MAY EXAMINE WITNESSES, ETC.] { 14. In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpenas for the attendance of witnesses, and may administer oaths. In case any person shall willfully fail or refuse to obey such subpena, it shall be the duty of the Circuit Court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

- 181. Penalty against witnesses.] { 15. Any person who shall willfully neglect or refuse to obey the process of subpona issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than \$25 nor more than \$500, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.
- 182. Penalty against railroad companys, and every officer, agent or employé of any railroad company, and every owner, lessee, manager or employé of any warehouse, who shall willfully neglect to make and furnish any report required in this act, at the time herein required, or who shall willfully and unlawfully hinder, delay, or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than \$100 nor more than \$5,000 for each offense, to be recovered in an action of debt in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent or employé of any such railroad company, and every officer, agent or employé of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall willfully neglect or refuse to make such report.
- 183. Attorney-general and state's attorney-general, and the suits.] & 17. It shall be the duty of the Attorney-General, and the State's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they, or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this State concerning railroad companies or warehouses, or the officers, employés, owners, operators or agents of any such companies or warehouses.
- 184. In name of people—pay—qui tam actions.] \( \) 18. All such prosecutions shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the State treasury by the sherif or other officer collecting the same; and the State treasury shall be entitled to receive for his compensation, from the State treasury, on bills to be approved by the Governor, a sum not exceeding ten per cent. of the amount received and paid into the State treasury as aforesaid: Provided, this act shall not be construed so as to prevent any person from prosecuting any qui tum action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this State.
- 185. RIGHTS OF INDIVIDUALS SAVED.] § 19. This action shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.
- AN ACT to provide that the Railroad and Warehouse Commission may keep and use a common seal for the authentication of its acts, records and proceedings. [Approved June 19, 1891, in force July 1, 1891. L. 1891, p. 185.
- 185a. Seal—how records, etc., authenticated.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That the Railroad and Warehouse Commission of this State may, for the authentication of its records, process and proceedings, adopt, keep and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, writ, notice or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the Secretary of said commission and authenticated by such seal; and all acts, orders, proceedings, rules of inspection, entries, minutes, schedules and records of said commission may be proved in any court of this State by a copy thereof, certified to by the Secretary of said commission, with the seal of said commission attached.

#### STATE WEIGH-MASTERS.

- AN ACT to provide for the appointment of State Weigh-Masters. [Approved June 23,1883. In force July 1, 1883. L. 1883, p. 172.]
- 186. WEIGH-MASTER—APPOINTMENT OF.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That there shall be appointed by the Railroad and Warehouse Commissioners in all cities where there is State inspection of grain, a State weigh-master and such assistance as shall be necessary.
- 187. Duties of.] & 2. Said State weigh-master and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weighmaster and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.
- 188. FIX FEES.] § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.
- 189. WEIGH-MASTER—QUALIFICATIONS—BOND—COMPENSATION.] § 4. Said State weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.
- 190. MAY ADOPT RULES.] § 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.
- 191. Neglect of duty—penalty.] \( \) 6. In case any person, warehouseman or railroad corporation, or any of their agents or employés, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regular performance of their duties in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois; such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

# WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

- AN ACT relating to the receipt shipment, transportation and weighing of grain in bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p., 253.]
- 192. ROAD RECEIVING FOR TRANSPORTATION SHALL FURNISH SUITABLE APPLIANCES FOR WEIGHING, ETC.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, millstuffs or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or other connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing or in any way changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper scales, which will determine the actual net weight of the entire contents of any carload of grain, millstuffs

or seeds at a single draft, without gross or tare, and which weights shall always be given in the receipts or bills of lading and used as the basis of any freight contracts affecting such shipments between such railroad companies and the owners, agents or shippers of such grain, millstuffs or seeds so transported and transferred.

- 193. Where original car runs through without transfer.] { 2. The practice of loading grain, millstuffs or seeds into foreign or connecting-line cars at the initial point from which the grain, millstuffs or seeds are originally shipped, or the running of the original car through without transfer, shall not relieve the railroad making the contract to transport the same to its destination or connection leading thereto, from weighing and transferring such property in the manner aforesaid, unless the shipper, owner or agent of such grain, millstuffs or seeds shall otherwise order or direct.
- 194. Liability of railroad company for Neglect or failure—Proceedings.] & 3. Any railroad company neglecting or refusing to comply promptly with any and all of the requirements of either sections I or 2 of this act. shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, millstuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this State, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers heretofore conferred by law upon the Board of Railroad and Warehouse Commissioners of this State, shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.
- 195. Penalty, how recovered.] § 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 for each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illnois for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

# TO INCREASE THE POWERS OF RAILROAD CORPORATIONS.

AN ACT for an act to increase the powers of railroad corporations. [Approved June 30,1885. In force July 1, 1885. L. 1885.]

196. Consolidation of railroad corporations.] § 1. Be it enacted by the People of the Nate of Illinois, represented in the General Assembly, That all railroad companies now organized, or hereafter to be organized, under the laws of this State, which now are, or hereafter may be in possession of, and operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this State or in any other state or states, or owning and operating a railroad which connects at the boundary line of this State with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, upon such terms and conditions as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale: such approval may be given at any annual or special meeting, upon sixty days notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business

office of the corporation is situated: *Provided*, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: *And*, *provided further*, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

197.C. NSOLIDATED COMPANY-BODY CORPORATE-POWER OF-ILLI-NOIS CENTRAL.] § 2. Any railroad company now organized or hereafter to be organized under the laws of this State, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness, paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and franchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes, and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it; such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: *Provided*, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created; nor shall the capital stock be increased for any purpose except upon giving sixty days' public notice in the manner provided in the first section of this act: And, provided further, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this State as now reserved to it in any railroad charter heretofore granted, or to affect in any way the rights or obligations of any railroad company derived from, or imposed by such charter: And, provided further, that nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad Company to sell the railway constructed under its charter, approved February 10, 1851, or to mortgage the same, except subject to the rights of the State under its contract with said company, contained in its said charter, or to dis-solve its corporate existence, or to relieve itself or its corporate property from its obligations to this State, under the provisions of said charter; nor shall anything herein contained be so construed as to in any manner relieve or discharge any railroad company, organized under the laws of this State, from the duties or obligations imposed by virtue of any statute now in force or hereafter enacted: And, provided turther, that nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this State, to purchase or otherwise become the owner, owners, lessee or lessees of any railroad within this State.

#### REDEMPTION OF DRAWBACK CHECKS.

AN ACT to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 225.]

198. Drawback Check-redemption of.] \( \) 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any passenger on account of the over-payment of eash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation

by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.

199. The term "RAILROAD CORPORATION."] \ 2. The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or associations of persons, whether incorporated or otherwise owning, operating or using any railroads in this State.

# STEALING JOURNAL BEARINGS, ETC.

- AN ACT to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars. [Approved June 1, 1889, L. 1859, p. 115.]
- 200. Removal of journal bearings, etc.—penalty.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this State, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: Provided, that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: Provided, further, that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this State whereby the life or lives of any person or persons shall be lost as a result of the felonious or malicious stealing, interfering with, or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases. [For punishment for malicious mischief, see Criminal Code, ch. 38,  ${\it \&}$  8.

## RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

- AN ACT to enable any railroad company whose main line runs near to any county seat to change and relocate such line so as to run through such county seat. [Approved May 5, 1891, in force July 1, 1891. L. 1891, p. 1853.
- 201. Relocation of rahlroad—county seat] § 1. Be it enceted by the People of the State of Illinois, represented in the General Assembly, That each and every railroad corporation organized in this State, or doing business therein, which has a branch of its railway running through any county seat, and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and it is hereby authorized to relocate and change the line used by it as its main line of railway and bring it into or through such county seat, so that all trains running over said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.
- 202. Relocation—running train—main line—depot.] \( \frac{2}{2}\). Whenever any railroad corporation shall have relocated and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when relocated into or through such county seat, it shall not be required, notwithstanding the decision of any court of this State heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over

any part of said branch into said county seat: Provided, however, it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so relocate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so relocated shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said relocated main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight.

Any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said relocated line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as relocated, and such recorder shall record such map.

203. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPOT, ETC.] § 3. Any railroad corporation accepting the provisions of this act and relocating a portion of its main line under the provisions thereof shall forever maintain its depot and operate its main line as relocated.

204. Power of corporation making change—condemnation.] § 4. Every such corporation making the change in the line used by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon: and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

### RAILROAD CROSSINGS.

- AN ACT in relation to the crossing of one railway by another, and to provent danger to life and property from grade crossings. [Approved May 27, 1889. In force July 1, 1889. L. 1889, p. 223.]
- 205. The crossing of one railroad by another. ] \( \) 1. Be it enacted by the People of the State of Illinois, revresented in the General Assembly, That hereafter any railroad company desiring to cross with its tracks the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to paid for property actually required for the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the parties fail to agree.
- **206.** Expense of construction of crossing.] \( \) 2. The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof including all costs and incidental expenses incurred in the investigation by the Board of Railroad and Warehouse Commissioners.

- AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to comped the protection of the same. [Approved June 2, 1891; in force July 1, 1991. L. 1891, p. 181.
- 207. PROTECTING CROSSINGS—INTERLOCKING OR OTHER SAFETY DEVICES.] § 1. Be it enacted by the People of the State of Illmois. represented in the General Assembly, That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.
- 208. When grade crossing danderous—power of commission—perition.] § 2. If the said Ruilroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.
- 209. Commission to hear petition—interlocking signals, etc. cost.] § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance ance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking, or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation, if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliance to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliance shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.
- 210. COMMISSION TO INSPECT PLANT—MAY ISSUE PERMIT TO RUN CROSSING WITHOUT STOPPING.] § 4. It shall be the duty of every rail-road company or person owning or operating any track involved in any such crossing to comply with and carry cut fully, or unite with the others

in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

- 211. PENALTY FOR NOT COMPLYING WITH ORDER.] & 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act, shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be re overed in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.
- 212. ENPENSES—HOW PAID.] & 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.
- 213. WHAT A CROSSING WITHIN MEANING OF ACT.] § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing withing the meaning of this act: Provided, that this section shall not apply to switch, spur or side tracks.



# INDEX.

A	
I	AGE.
Accidents in Illinois	39,108
Atchison, Topeka & Santa Fe Co.— Officers of	191
Average daily compensation of employés in Itlinois	37
В	
Block signals.	18
Baltimore & Ohio & Chicago Railroad Co.— Officers of	192
Baltimore & Ohio Railroad Co.— Officers and directors of	193
Belt Railway Company of Chicago— Officers and directors of	193
Belleville & Carondelet Railroad Co.— Officers and directors of	239
Belleville & Eldorado Railroad Co.— Officers of	239
Belleville & Southern Illinois Railroad Co.— Officers of Directors of	239 240
Blue Island Railroad Co.— Officers and directors of	218
C	
Claims	4
Complaints	5
Consulting Engineers' Report	15
Crossings equipped with interlocking and signaling devices	
Classification of railroads and mileage	
Classification of freight traffic in Illinois	
Chicago, Santa Fe & California Railway Co,— Officers and directors of	2 inc.
Centralia & Chester Railroad Co.— Officers of	194
Chicago & Alton Railroad Co.— Officers and directors of	194
Chicago & Calumet Terminal Railway Co. Officers and directors of	196
Chicago & Eastern Illinois Railroad Co.— Officers of. Directors of.	196 197
Chicago & Western Indiana Railroad Co.— Officers and directors of	197
Chicago & Erie Railroad Co.— Officers and directors of	198
Chicago & Grand Trunk Railway Co.— Officers and directors of	199
00 D D	

	PAGE.
Chicago & Illinois Southern Railroad Co.— Officers and directors of	200
Chicago & Indiana State Line Railroad Co.— Officers and directors of	200
Chicago & Northwestern Railway Co.— Officers and directors of	201
Chicago & Northern Pacific Railroad Co.— Officers and directors of	202
Chicago & Ohio River Railroad Co.— Officers of	202 203
Chicago, Burlington & Northern Railroad Co.— Officers and directors of	203
Chicago, Burlington & Quincy Railroad Co.— Officers and directors of.	204
Chicago & Iowa Railroad Co.— Officers of. Directors of.	204 205
Chicago, Milwaukee & St. Paul Railway Co.— Officers and directors of.	207
Chicago, Rock Island & Pacific Railway Co.— Officers and directors of.	208
Chicago Great Western Railway Co.— Officers and directors of.	209
Chicago, St. Paul & Kansas City Bailway Co.— Officers and directors of.	210
Cleveland Cincinnati Chicago & St. Louis Railway Co -	
Officers of. Directors of.	210 211
Chicago, Havana & Western Railroad Co.—  Officers of	218 219
Chicago, Madison & Northern Railroad Co.— Officers and directors of	219
Chicago & Springfield Railroad Co.— Officers and directors of	219
Chicago & Wisconsin Railroad Co.— Cfficers and directors of	230
Calumet River Railway Co.— Officers of	233 234
Chicago, St. Louis & Paducah Railway Co — Officers and directors of.	240
Carbondale & Shawneetown Railroad Co.— Officers and directors of	211
Chicago Union Transfer Co.— Officers of. Directors of.	247 248
Centralia & Chester Railroad vs. Louisville & Nashville Railroad— Protection of crossing at Nashville.	
City Officials of Carmi vs. Louisville & Nashville and Cleveland, Cincinnati, Columbus & St. Louis—	200
Depot facilities—Carmi	26
D	
Depots	
Duties of Commission	
Destruction of railway property	
Description of equipment entire line	
DePue, Ladd & Eastern Railroad Co.— Officers and directors of	215
E	
Earnings and income in Illinois33,6	62 to 63
Employés and sa'aries in Illinois, entire line	34 to 87
Expenditures in Illinois, including general expenditures	i8 to 7
Evansville, Terre Haute & Chicago Railway Co.— Officers of Directors of	197 198

Front St. Torright Community B. Co.	AGE.
East St. Louis & Carondelet Railway— Officers of	212
East St. Louis Conn eting Railway Co.—	213
Officers and directors of	213
Elgin, Joliet & Eastern Railway Co.— Officers and directors of	215
Englewood Connecting Railway Co.— Officers and directors of	237
Financial statement	
Financial statement	11
Fulton County Narrow Gauge Railway Co.— Officers and directors of	216
G	
General expenditures in Illinois	2 to 75
Inspection and storage of grain.	
Grain Inspection Department—	. 3,10
Grain Inspection Department— Report of the Chief Inspector, with tables	0 inc. 1 inc.
Galesburg & Rio Railroad Co.— Officers and directors of	205
Grand Tower & Cape Girardeau Railroad Co.— Officers and directors of	216
Grand Tower & Carbondale Railway Co.— Officers and directors of	217
Grand Trunk Junction Railway Co.— Officers and directors of	199
I	15 10
Inspection of railroads	
Interlocking devices. 20,21,2: Interlocking devices, statutory provisions and rules. 160	
Income account, entire line	to 61
Illinois Valley & Northern Railroad Co.— Officers of	$\frac{205}{206}$
Illinois Central Railroad Co.— Officers of Directors of	217 218
Indianapolis, Decatur & Western Railway Co.— Officers and directors of	222
Indiana Illinois & Iowa Pailroad Co.	
Officers of.	222 223
Iowa Central Railway Co.—	
Officers and directors of	223
J	
Joliet & Chicago Raitroad Co.— Officers and directors of	195
Joliet & Northern Indiana Railroad Co.— Officers and directors of	228
К	
Kankakee & Seneca Railway Co.—	
Officers and directors of	211
Kankakee & Southwestern Railroad Co.— Officers and directors of	220
L	
Legislation necessary	10
List of Railroad officials	sinc.
Lake Erie & Western Railroad Co.— Officers and directors of	224

	PAGE.
Lake Shore & Michigan Southern Railway Co.— Officers and directors of	225
Louisville, Evansville & St. Louis Consolidated Railroad Co.— Officers of	226 227
Directors of	
List of railroads incorporated	
Laws (see appendix)	281
M	
Mississippi River Bridge Co.—	
Officers and directors of	195
Madison, Illinois & St. Louis Railway Co	01.4
Officers of Directors of	214 215
Michigan Central Railroad Co.—	
Officers and directors of	227
Mobile & Ohio, operating St. Louis & Cairo Railroad— Officers and directors of	
Officers and directors of	228
N	
Necessary legislation	10,11
New York, Chicago & St. Louis Railroad Co.—	,
New York, Chicago & St. Louis Railroad Co.— Officers and directors of	229
Northern Pacific, lessee Wisconsin Central Lines— Officers of	000
Officers of	230
0	
Ohio & Mississippi Bailway Co —	
Ohio & Mississippi Railway Co.— Officers and directors of	231
P	
Prosperity of the past year	9
Passenger and freight traffic in Illinois35	76, 77
Peoria and Bureau Valley Railroad Co	
Officers of.	208 209
Directors of Testern Dellers Co	209
Peoria & Eastern Railway Co.— Officers of	211
	212
Pawnee Railroad Co	231
Officers of Directors of	231
Pennsylvania Company, operating South Chicago & Southern Railroad Co.—	
Officers and directors of	232
Pennsylvania Company, lessee Pittsburgh, Ft. Wayne & Chicago Railway Co.— Officers and directors of (Penna. Co.).	233
Pittsburgh Ft Wayne & Chicago Bailway Co	004
Officers and directors of.	234
Peoria Decatur & Evansville Railway Co.— Officers and directors of	235
Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.— Officers and directors of	236
Protection of crossing	263
Q	
Quincy, Alton & St. Louis Railway Co.— Officers and directors of	206
R	
Reports of railroad companies	3
Rules of practice	
Roads in the hands of receivers	
Report of Consulting Engineers	

F	AGE.
Railway capital at the close of the year ending June 30, 1893	3 to 51
Rails, ties, ballast, bridges, etc., in Illinois	to 103
Report of Chief Grain Inspector	to 130
Report of Warehouse Registrar. 133 Rules of practice.	
Rules governing interlocking	155
R des of practice in crossing and interlocking cases.	160
Rules of the Commission for the departments of Grain Inspection and Warehouse	169
Registration	176
Rules for the government of committee of appeals	181
Rules governing inspection of grain	185
Rantoul Railroad Co.— Officers and directors of	220
Rock Island & Peoria Railway Co.—	
Officers of	237 238
	200
S	
Suits	5
Safety appliances	8,9
St. Louis, Rock Island & Chicago Railroad Co.— Officers of	000
Directors of	206 207
St. Louis Merchants' Bridge Terminal Railway Co., operating Madison, Illinois & St. Louis Railway Co.—	
Officers and directors of	214
Officers of. Directors of.	$\frac{220}{221}$
St. Louis, Indianapolis & Eastern Railroad Co., operating and owning Indiana & Illi- nois Southern Railroad.— Officers and directors of.	221
Southeast & St. Louis Railway Co.— Officers and directors of	226
St. Louis & Cairo Railroad, operated by Mobile & Ohio Railroad Co.— Officers and directors of.	228
South Chicago & Southern Railroad Co.— Officers and directors of	234
St. Louis, Alton & Terre Haute Railroad Co.— Officers and directors of	238
St. Louis Southern Railroad Co.— Officers and directors of	240
St. Louis, Chicago & St. Paul Railroad Co.— Officers of.	241
St. Louis, Vandalia & Terre Haute Railroad Co.— Officers and directors of.	244
St. Louis Bridge Co.— Officers and directors of	248
т	
Train service	7
Tables	•
Tabulated statistics	0 111
Taxes paid in Illinois40.11	0,111
The Mississippi River Toll Bridge Co.— Officers and directors of.	172
The New York, Chicago & St. Louis Railroad Co.— Officers and directors of	229
The Chicago & State Line Railroad Co.— Officers of. Directors of.	229 230
Terminal Railroad Association of St. Louis.— Officers and directors of	243

	PAGE.
Terre Haute & Indianapolis Railroad Co., lessee of St. Louis, Vandalia & Terre Haute	
Kaliroad Co.— Officers of Directors of	243 244
Lessee, Terre Haute & Peoria Railroad Co.— Officers of.	
Toledo, Peoria & Western Railway Co.— Officers and directors of	245
Toledo, St. Louis & Kansas City Railroad Co.— Officers and directors of	
Travelers' Protective Association vs. Indiana & Illinois Southern— Unsafe condition of roadway	255
Charle condition of road way	200
W	
Wabash Railroad Company— Officers of. Directors of.	216 247
Wabash, Chester & Western Railroad Co— Officers and directors of	247
APPENDIX.	
No. 1—Travelers' Protective Association vs. Indiana & Illinois Southern— Unsafe condition of roadway—correspondence	to 262
No. 2—Centralia & Chester Railroad Co. vs. Louisville & Nashville Railroad Co.— Protection of crossing	263
No. 3—Officials of Carmi vs. Louisville & Nashville and Cleveland, Cincinnati, Columbus & St. Louis—	
Depot facilities—Carmi—petition, report and correspondence	
No. 4—Claim of Frances A. Riddle and correspondence	
Laws	281









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